CR Consumer Reports™

TOP CHOICES
UNDER $30,000

FORD EDGE

Used Car Buying Guide™

HONDA ACCORD

Avoid a Lemon
Warning Signs You Should Never Ignore

284
Models Reviewed

BEST AND WORST
SMART SHOPPER CHECKLIST

EXCLUSIVE
RELIABILITY RATINGS FOR CARS, SUVs, AND TRUCKS

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PHOTOS: GETTY IMAGES

The CR Difference

SAVVY SHOPPERS KNOW IT: Used cars are one of the best automotive values you'll find. They've already taken their biggest depreciation hits, so you can often find one with moderate mileage and in good condition at an attractive price.

Buying used also means that you will end up driving a car with more advanced safety features than you would find in a similarly-priced new car.

Still, shopping for and buying a used car can be risky. There's often the nagging concern, "Am I buying someone else's problems?" You face a chance of expensive trouble down the road if the model has had a track record of being unreliable or if the car hasn't been well maintained, has been in an accident, or has some hidden damage.

This Used Car Buying Guide contains the information, advice, and ratings to help you get a great value while avoiding trouble.

We use our exclusive, in-depth reliability data to guide you to the best and worst used cars (page 26) and to create the detailed Reliability History charts included with most vehicle profiles (beginning on page 96). We also show you how to size up the true value of a car, effectively negotiate the price, inspect a vehicle for signs of trouble, and much more.

In addition, each year we ask owners to tell us how satisfied they are with their cars, SUVs, and trucks. See what they told us, starting on page 20.

Finally, we've tested more than 800 vehicles over the past decade, putting each of them through more than 50 tests and evaluations. Starting on page 39 is our exclusive fuel-economy and road-test-performance data on each of those 2008-2017 models.

All of the resulting knowledge can help you make an informed buying decision, that's free of advertising hype, so you can get the right car... at the best price... and with minimal risk.

Jon Linkov, Cars Deputy Editor, and CR's Auto Test and Editorial teams

CR Consumer Reports™

Used Car Buying Guide™

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Who We Are and How We Test

Road-Test Ready
Our 327-acre Auto Test Center, located in central Connecticut.

WE ARE CONSUMER REPORTS, the world's pre-eminent, independent, nonprofit, consumer-product testing organization. Results of our tests and surveys appear on CR.org, in Consumer Reports magazine, across social media, and in books like this one, the Used Car Buying Guide.

This book not only helps you choose what car to buy but also advises how to buy it.

Inside you'll find a wealth of information about the 2008-17 used cars, SUVs, and trucks: what models are available and how they compare in performance, fuel economy, and safety.

We also give you expert advice on how to determine what you can afford, the best ways to shop, and how to get the most for your money—even if you hate haggling.

Last, each year we send our members our Annual Auto Reliability survey, to determine which vehicles are likely to be dependable and which ones are an invitation to a headache.

HOW WE TEST CARS

Situated on 327 acres in rural Connecticut, the Consumer Reports Auto Test Center is home to some 30 staff members—automotive engineers, auto writers and editors, technicians, analysts, and support staff. They take turns anonymously buying each of the 60 or so cars and trucks tested each year. The team then drives each car thousands of miles over several months. We buy our test vehicles so that we don't have to test press cars from manufacturers, as most other car reviewers do.

Our evaluations consist of more than 50 individual tests. Some, such as those for acceleration, braking, and fuel economy, are objective, instrumented tests using state-of-the-art electronic gear.

Others, such as seat comfort, convenience, ease-of-use of controls, and ride quality, are more subjective, graded by a jury of auto-test staffers. Each of them spends hours behind the wheel of each car, at our facility, in everyday driving, and on road trips and travel with their families.

Separate evaluations cover controls and displays, cabin and trunk space, fit and finish, and seat-belt comfort.

Our auto test track allows us to safely evaluate and test every car under similar conditions and at their testing limits.

The track includes a 4,400-foot main straight that runs into a 3,500-foot handling course of undulating turns of varying radius and elevation.

Dedicated lanes are used for dry and wet braking and emergency handling evaluations. For tires testing we have a circuit of rough, uneven, and pot-hole roads, in order to assess ride quality. We even have a concrete road to evaluate tire ride and noise isolation.

Many trials are industry-standard tests, but some are unique to us:

Emergency-handling tests are two-fold. One involves driving the cars up to and beyond their limits on our road course. The other, an accident-avoidance course, simulates the maneuver needed to avoid running over a child, animal, or object that suddenly appears in your lane of travel.

Fuel-economy tests, independent of government and auto-company claims, use a precision fuel meter system spliced into the car's fuel line. A stop-and-go city-driving simulation is conducted at the track, and highway fuel economy is logged at a steady 65 mph on a straight stretch of public highway. CR's overall fuel-economy numbers are derived from those tests.

Headlights are evaluated by both instrumented tests and on a nighttime course lined with a series of black targets set up at specified distances apart.

In addition to vehicles, we evaluate tires and child seats:

› **Tires.** As part of our exhaustive tests we run tires for thousands of miles to project tread life. We evaluate most common types of car and SUV tires, from all-seasons to ultra-high-performance and winter tires.

› **Child seats.** Every car is evaluated to see how easy it is to install a variety of child seats and get them cinched up securely. Crash-testing for child seats is conducted at an outside contract lab.

Learn more about how Consumer Reports tests at CR.org/autotest.

ILLUSTRATION: NICOLAS RAPP

Should You Buy a Newer Car?

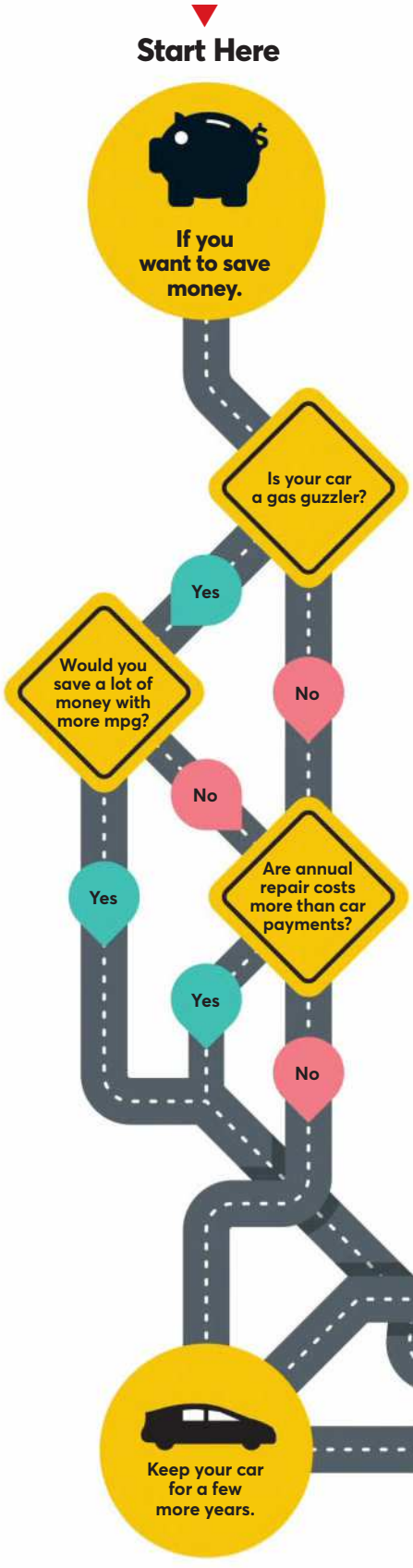


ILLUSTRATION: RYAN VULK

ARE YOU ITCHING to replace your car? It may be surprising, but the one you're driving right now could be a keeper. Here's why: Cars built in the past decade are more reliable than ever. With proper care, many newer cars will provide trouble-free service for 200,000 miles or more.

If your car is only a few years old, keeping it will free you from a new cycle of payments and save you a bundle in insurance, taxes, and other expenses–primarily depreciation. Today's brand-new cars lose 46 percent of their value, on average, in the first three years.

It seems reasonable to replace your car with a newer model and enjoy improved fuel economy. But low gas prices blunt that impact, and you need to save a lot of money at the pump to make up for those depreciation and sales-tax hits.

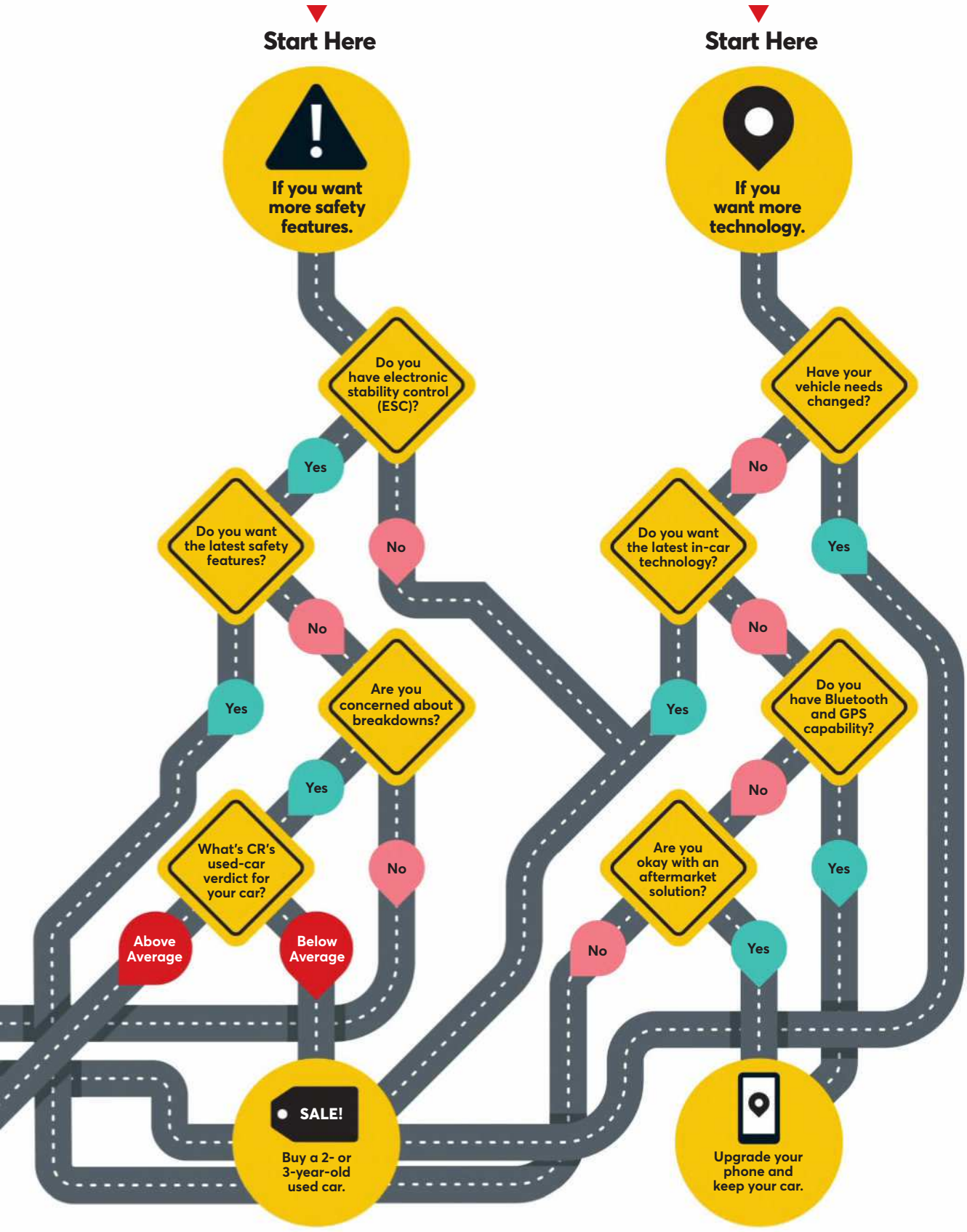
Now, your current ride probably doesn't have the latest safety and convenience features, and your warranty has probably expired. And even the most reliable models grow troublesome as they age.

To determine whether you should replace your car, think about cost, safety, and connectivity. If your mechanic is spending more time with your car than you do and your repair bills are like monthly payments on a newer car, it's probably time to trade up. The only older cars worth keeping are ones that are reliable and safe.

At a minimum, an older car should have electronic stability control and curtain airbags. Both are lifesavers.

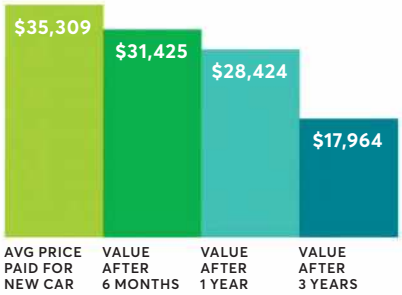
And if you're looking for the latest electronic convenience and entertainment systems, you're probably going to want a new car, or at least an almost new one. Certain features, such as Bluetooth capability for hands-free calls, can be added to an older car with aftermarket equipment but may lack the integration and ease of use of a factory system.

In the end, there are 2- and 3-year-old used cars that can give you many desirable features. Just be sure to choose from our list of reliable used cars, starting on page 26.


Start Here
If you want more safety features.
Do you have electronic stability control (ESC)?
Yes
No
Do you want the latest safety features?
No
Yes
Are you concerned about breakdowns?
Yes
No
What's CR's used-car verdict for your car?
Above Average
Below Average
SALE!
Buy a 2- or 3-year-old used car.
Start Here
If you want more technology.
Have your vehicle needs changed?
No
Yes
Do you want the latest in-car technology?
No
Yes
Do you have Bluetooth and GPS capability?
No
Yes
Are you okay with an aftermarket solution?
No
Yes
Upgrade your phone and keep your car.

Jeep
PATRIOT
HOLD

HOW A NEW CAR DEPRECIATES
The average new car loses about half its value in just three years.



Find the Right Vehicle for You

Here's how to assess your used-car needs.

Savvy buyers know that used cars are a great buying opportunity. A 3-year-old car might sell for half what it cost new, yet its performance and driving experience remain similar to a brand-new version. There are three times as many used cars sold each year as new cars. Sure, choices are available at every price. At the same time, it is tough to sift through all the variants. In this chapter we will help you sort through the clutter.

PHOTO: GETTY IMAGES

Why Buy Used? It's the Smart Choice

THE KEY TO MAKING the right choice is finding the vehicle that best fits your priorities, such as price, fuel economy, safety, comfort, and reliability. We lay out a systematic approach to assessing your needs and match them to a manageable number of candidate cars. Our recommendations are based on hands-on testing, the largest pool of reliability data available anywhere, and our car experts' accumulated knowledge. This chapter will guide you to the best models and steer you away from those that don't measure up. At the same time, we'll show you where to find the info to make a smart decision.

The Used-Car Sweet Spot

Two- and 3-year-old used vehicles are often the best values when shopping for a car. Their price is lower than a comparable new car's, and continuing expenses such as collision insurance and taxes are lower. Plus, a 2- or 3-year-old vehicle has already taken its biggest depreciation hit. Buying used is also a way to get a nicer car than you'd be able to afford new.

But buying a used vehicle means being able to find the right balance of value and risk. The following section presents some issues to consider. If you are still unsure about whether to keep your car or buy a newer one, turn to our decision tree, on page 4.

■ **Reliability.** One thing that has made used cars more appealing is their improved reliability. In an analysis of Consumer Reports' annual subscriber surveys over the past few years, we found that 5-year-old vehicles had one-third fewer problems than the 5-year-old vehicles we looked at in 2007. Rust and exhaust-system problems are no longer common, and major engine and transmission problems have also decreased, making late-model used vehicles far less of a risk. When properly maintained, today's vehicles should easily surpass 100,000 miles without major work, and many could reach 200,000 miles.

> A loan that you 'qualify for' and one that you can 'afford' are two vastly different things.

■ **Warranties and repairs.** Although used cars are more reliable than ever, maintenance and repair costs are still important considerations.

The first two or three years of a car's life, while it is covered by a comprehensive warranty, generally see few problems. But a used car is usually out of warranty. You can expect not only more problems as the years and miles pile up but also more costly ones. This means owners will have to pay for repairs and for parts that get worn, such as tires, brakes, and batteries. But even if you replaced all those things the moment you bought a used car, you'd still save more than buying a new car.

There is always the risk that you'll buy a lemon. Even a car with a great reliability history can have a poor example, or have been abused, neglected, or damaged by its owner. By using the tips in Chapter 3 and having the vehicle thoroughly inspected by a qualified mechanic, you can protect yourself against nasty surprises.

■ **Depreciation.** Rapid depreciation is one major disadvantage of buying a new car. Models usually lose about 46 percent of their value during the first three years, compared with 24 percent over the next three, but this can vary.

The BMW 328i, for example, holds its value relatively well (about 43 percent depreciation over the first three years), and the Lincoln MKZ has depreciated more rapidly (about 50 percent).

Several factors determine depreciation, including the model's popularity, perceived quality, supply, and whether or not it's the current generation. The average depreciation on a $35,309 car means that after three years it's worth only $17,964–a huge hit in the vehicle's residual value.

■ **Interest rates.** Historically, loans for new cars have a lower interest rate than ones for used cars, but that isn't always the case. In March 2018, the national average for a 48-month new-car loan was about 5.1 percent, according to Bankrate.com's National Index; a 48-month used-car loan was about 6.1 percent. When rates are within 1 percentage point of each other, the additional interest you would pay on a typical loan adds only about $7 to $15 to the monthly loan payment.

■ **Insurance.** You'll usually pay a bit less to insure a used vehicle than a new version of the same model.

■ **Safety.** When you buy a used car you might not get the latest safety features. Features such as electronic stability control, head-protecting curtain airbags, and collision-avoidance systems are difficult to find on older vehicles.

But systems such as antilock brakes, traction control, and side airbags are quite commonplace.

How Much Will It Cost?

You may already be dreaming of a model that caught your eye, or of features that will make your driving more pleasurable. But the first step in buying a car should be to estimate what price range you can afford. To do this, you need two pieces of information:

- **Down payment.** How much money can you pay up front in cash, with a trade-in, or both?
- **Monthly payment.** If you plan to borrow money, what is the maximum monthly payment you can afford?

It used to be easy to find an auto loan that required a low down payment or none at all. But those deals are more difficult to find. Now many buyers have to put down more money, and no-money-down loans are rare. To minimize your overall cost for the loan, put down as much as you can afford–preferably at least 20 percent. A higher down payment reduces the amount of money you need to borrow, which lowers your monthly payments and reduces the amount of overall interest you'll pay.

A down payment doesn't have to be all cash. If you already have a car, any trade-in allowance the dealer gives you for it can be credited toward your down payment. For a variety of reasons, a dealer might offer you very little for your trade-in, and you'd be better off selling it privately or to another dealer. For instance, if your present car is old or in bad shape, or not in demand where you live, the dealer might plan to sell it on the wholesale market. If that's the case, then expect a bottom-dollar offer because the car will change hands at least twice before it gets to the next retail owner. Chapter 5 (see page 72) tells you how to estimate the value of your present car and how to get the best price for it, however you choose to sell it.

- **How much can you afford?** To get a ballpark figure for the monthly payment, a common rule of thumb is that your total monthly debt payments should be no more than 36 percent of your monthly gross income. Of course, less is always better, but following by this rule, you can use the following steps to determine how much you can afford:
- Calculate 36 percent of your monthly gross income.
- Itemize and total all of your monthly payments, including your mortgage or rent, credit card bills, and other installment loans.
- Subtract the total of your monthly payments from the 36 percent figure.

For example, if your pretax annual income is $75,000, total debt payments should not exceed $27,000 per year. If your existing debt payments equal, say, $20,000 per year, you shouldn't exceed $7,000 annually, or $583 per month, for car payments.

What you may "qualify for" and can "afford" are different things. When you make a realistic assessment of all your monthly financial obligations, and consider that insurance, gasoline, and other running costs must be met, you may find you have far less available to service a car loan than you thought.

By knowing your down payment and monthly payment, along with a typical interest rate and the number of years you're willing to make car payments (the term of the loan), you can calculate the price of the vehicle that you can afford and the loan amount for which you'll need to qualify. Call your bank, credit union, or other lending institution to determine current rates. You can also see prevailing rates in your area at bankrate.com. For more information on auto financing, see Chapter 4.

In addition, you need to think about other costs, such as sales tax, registration fees, and insurance premiums.

HOW TWO SIMILAR MODELS DEPRECIATE DIFFERENTLY*

2018 HONDA CR-V EX AWD	Value: $29,325 new $18,474 in 2021	2018 JEEP CHEROKEE LATITUDE PLUS AWD	Value: $30,510 new $15,234 in 2021

*3-year residual value based on ALG July-August 2017 data

Taxes and registration fees can increase your out-of-pocket cost by as much as 10 percent or more. Driving a car that's worth more than your current one will cost extra in insurance. Before getting too far into the buying process, check with your insurance agent or get insurance quotes online so that you understand what you're getting into.

Focus on Your Needs

Begin by asking yourself some basic questions to find models that excel in the areas that matter to you.

■ **How many people will you carry?** Most vehicles will accommodate five people, although the center-rear position is often too uncomfortable for an adult. If you need to carry more people, you should look for a vehicle with a third-row seat. This includes all minivans, a growing number of SUVs, and a few wagons. Depending on the design, these vehicles can carry seven or eight people.

Keep in mind, the third-row seats in small and midsized SUVs are cramped and appropriate only for children.

An increasingly rare seating configuration is the three-person front-bench seat. Found in a handful of sedans and pickups, this is one way to achieve a six-passenger capacity. But their center-seat lap belt doesn't provide adequate protection in a frontal crash. A vehicle with a third-row seat is a better choice.

Many two-door coupes provide seating for four people, but the rear seat is often very tight and uncomfortable, and folding the front seat forward so that you can load groceries or secure a child's safety seat in the back seat gets old fast.

■ **How much cargo do you carry?** Most car trunks accommodate a reasonable amount of luggage, but sometimes you'll want to carry things that won't fit in a trunk. For carrying more cargo or longer items, make sure the car you're considering has rear seatbacks that fold down, enlarging the trunk area. Certain sedans have a front passenger seat that can fold flat as well, making it easier to carry extra-long items.

Try Before You Buy
If you have kids, make sure to take your car seats with you when you test-drive vehicles.

If you regularly carry large items, such as camping or sports equipment, you could find that a minivan, an SUV, or a wagon is better suited to your needs. Their sizable cargo areas can be enlarged by folding down or removing the rear seats. Keep in mind that carrying passengers in a third-row seat significantly reduces the room for cargo.

A pickup is useful if you often carry dirty, heavy loads. A crew-cab, with two sets of full doors and two regular rows of seats, is a popular choice because it can seat up to five people.

If you prefer a smaller car with cargo-carrying ability, consider a hatchback. It often has more interior space than a car with a trunk, and the hatch makes it easier to get large items in and out.

■ **How do you like to drive?** Quick acceleration, crisp handling, and responsive steering are important in any vehicle. If you're an enthusiast who wants to feel the road and be one with every part of the driving experience, these attributes will probably be high on your priority list. Most sports cars and many coupes, of course, fit the bill, but some make you sacrifice space for carrying passengers and cargo.

Many buyers are torn at this point: They want a sporty, fun-to-drive car but need the practicality of a sedan or wagon. A number of models combine fun and practicality, but a common trade-off for sportier cars is a stiff, sometimes uncomfortable ride.

Maybe you prefer a softer ride, luxurious seats, plenty of convenience features, and isolation from the outside world. Plenty of luxury vehicles, from family sedans to SUVs, deliver that experience.

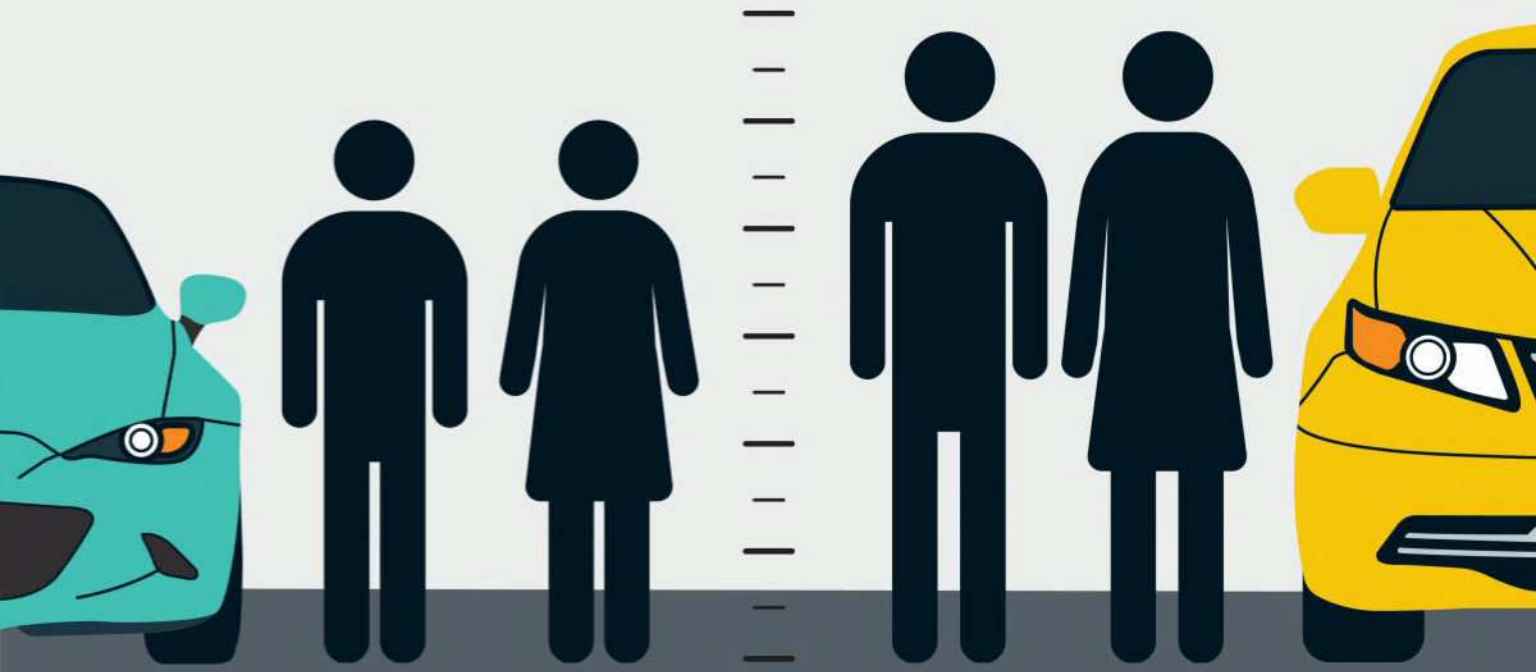
Perhaps you need only basic transportation—a comfortable, reliable, fuel-efficient commuter. Though on paper a number of models fill this need, it's still important to do your research. Within a given price range there are big differences in reliability, fuel economy, comfort, and overall value.

The best way to gauge the driving experience is to narrow your list by

The Tall and Short of It

Before you buy, make sure your next car fits your size

MOST VEHICLES are supposedly designed for a wide range of body types, but many don't accommodate short or tall drivers very well. To find out which ones are better or worse, we took a look at the scores of recently tested models that are relevant to late-model used cars and equivalent designs. We focused on ratings for seat comfort, driving position, access, and all-around visibility. The shortest tester on our staff is 5 feet 1 inch; the tallest is 6 feet 4 inches. A few cars were rated very highly by both tall and short testers. Families with different-sized drivers might consider the Honda Odyssey or the Subaru Forester. Several serve neither tall nor short drivers very well, like the Ford Fiesta ST, Nissan Z, Porsche Boxster, and Toyota FJ Cruiser. Sports cars can be uncomfortable for both groups: Tall people might hit the roof, and short people might not reach the clutch comfortably without compromising the driving position.



FOR SHORT DRIVERS

10 Best Cars

- **Acura** MDX
- **BMW** 7 Series
- **Ford** Flex
- **Honda** Accord
- **Honda** Odyssey
- **Hyundai** Equus
- **Lexus** ES
- **Lexus** LS
- **Lexus** RX
- **Subaru** Forester

10 Worst Cars

- **Chevrolet** Camaro
- **Ford** Fiesta ST
- **Jeep** Wrangler
- **Mazda** MX-5 Miata
- **Mitsubishi** Lancer Evolution
- **Nissan** Titan
- **Nissan** Z
- **Porsche** Boxster
- **Porsche** Panamera
- **Toyota** FJ Cruiser

FOR TALL DRIVERS

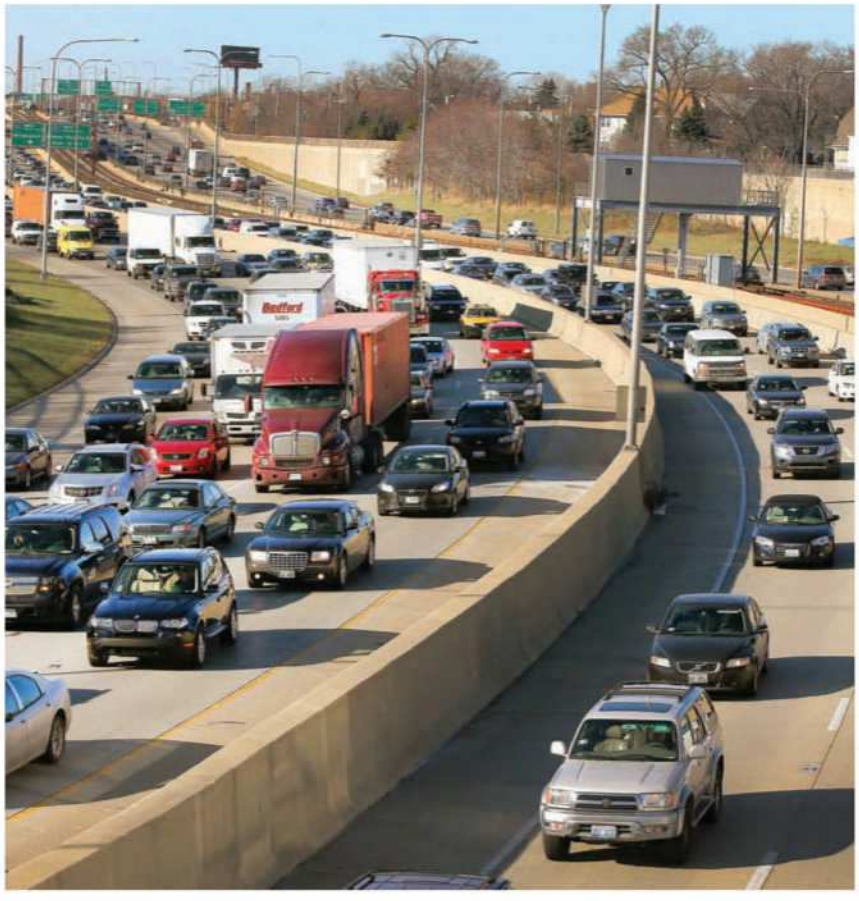
10 Best Cars

- **Audi** A8
- **Ford** Flex
- **Honda** Odyssey
- **Hyundai** Equus
- **Lexus** GS
- **Lexus** LS
- **Mercedes-Benz** E-Class
- **Subaru** Forester
- **Toyota** Highlander
- **Volvo** XC70

10 Worst Cars

- **BMW** Z4
- **Fiat** 500 Abarth
- **Ford** Fiesta ST
- **Ford** Focus ST
- **Mitsubishi** i-MiEV
- **Nissan** Z
- **Porsche** Boxster
- **Range Rover** Evoque
- **Toyota** FJ Cruiser
- **Toyota** Yaris

ILLUSTRATION : RYAN VULK



reading the reviews in the profiles that begin on page 96, then do a thorough test-drive.

■ **Fuel economy vs. performance.** Many automakers offer several engine choices for each model, but which is best for you depends on your priorities. Do you want a higher-performance vehicle, or something more economical? Perhaps you're looking for a quiet, smooth-running engine that provides good response without much fuss.

Smaller vehicles and many midsized models offer four-cylinder engines, which usually provide the best fuel economy but might lack the power or smoothness of a six-cylinder. Some automakers are getting better at squeezing more power out of smaller engines. Many family sedans, such as the Ford Fusion, Honda Accord, Nissan Altima, and Hyundai Sonata, have four-cylinders that are more than adequate. Turbocharged four-cylinders deliver more power than you might think, often with a modest drop in fuel economy.

Hybrids return very good fuel economy in heavy traffic, where they can run more on battery power.

Six-cylinder engines, available in midsized and larger models, usually provide the best balance of performance and fuel economy, and are quieter and smoother than four-cylinder engines.

Eight-cylinder engines usually deliver lots of power but, as you might expect, also deliver the lowest gas mileage. They are available in certain midsized vehicles and sporty cars, and in most luxury and larger cars, SUVs, and pickups. A V8 is a good choice if you tow heavier loads.

If fuel economy is a high priority, starting on page 39 you can compare the overall gas mileage of more than 800 vehicles Consumer Reports has tested over the past 10 years. We recommend that you first decide which type of vehicle is for you, then look for one that gets good fuel economy.

Some of the best fuel-economy figures we've attained have been with hybrids and diesels. They tend to provide better fuel economy than a similar-sized conventional vehicle. Older hybrid models that have achieved the best overall mileage in our tests include the 2013 Toyota Avalon and Lexus ES hybrids (36 mpg), 2010 Honda Insight and 2012 Toyota Camry Hybrid (38 mpg), 2013 Ford Fusion Hybrid (39 mpg), 2012 Honda Civic Hybrid and 2014 Honda Accord Hybrid (40 mpg), and 2004 and 2010 Toyota Prius (44 mpg). The 2010 Lexus RX 450h Hybrid (26 mpg) and 2011 Toyota Highlander Hybrid (27 mpg) have the best fuel economy of any older SUV we have tested. But used hybrids might cost more to buy than similar conventional vehicles, so it could take years to recoup the investment.

Diesel cars usually get more than 30 percent better fuel economy than similar gasoline-powered vehicles. But diesel fuel is less widely available than gasoline and in most places costs more per gallon than premium gas.

For more information, see Chapter 2, "Cars That Stretch Your Fuel Economy," beginning on page 32.

■ **Manual or automatic: Which transmission do you want?** Automatic transmissions are the overwhelming choice of American car buyers. Automatics with six or more gears are becoming commonplace because they can wring out more miles per gallon

PHOTOS: GETTY IMAGES

Top Used Cars for Teen Drivers

Vehicles that meet our safety, reliability, and performance criteria

BUYING A CAR for a new driver can be a balancing act between getting one you can afford and finding one that's safe and reliable.

The best bet is to buy the newest, most reliable model with the most safety equipment you can afford. Do not even consider a car without antilock brakes. If you can reach a little deeper and get a car equipped with side and head-protection curtain airbags, antilock brakes, and electronic stability control, so much the better. The lifesaving assistance those systems can provide is worth every penny in an emergency situation, and they can be especially beneficial to an inexperienced driver.

As of the 2012 model year, all cars are equipped with ESC, which can help simplify shopping.

The list here includes models that are safe; performed well overall in our tests; have proved to be reliable, according to our Annual Auto Survey; and have standard ESC.

As far as what type of vehicle is best, large pickups and SUVs are not recommended for young, inexperienced drivers because they are more prone to rollovers than other vehicles. Sports cars increase the risk of speeding and have a higher rate of accidents, and consequently, they carry tuition-sapping insurance premiums.

But keep in mind that every used car gets treated differently. The older a car gets, the more its care and maintenance history will affect its overall performance and reliability.

To get you started, the cars featured here all meet our criteria for being safe and reliable, and each has performed well in Consumer Reports' tests.

RECOMMENDED VEHICLES

Acura TSX

Chevrolet Equinox *(4-cyl., 2012-2017)*

Chevrolet Malibu *(nonturbo, 2009 or 2016)*

Chevrolet Sonic *(2014 or later)*

Ford Edge *(2016 or later)*

Ford Focus sedan *(2010-11)*

Ford Fusion *(4-cyl. & Hybrid, 2009-16)*

Honda Accord *(4-cyl., 2008 or later)*

Honda Civic *(nonturbo, non-Si, 2012-17)*

Honda Fit *(2011 or later)*

Honda HR-V

Hyundai Elantra *(2012 or later)*

Hyundai Santa Fe *(V6, 2007-09, 2011 or later; non-3rd row)*

Hyundai Santa Fe Sport

Hyundai Sonata *(4-cyl., nonturbo, 2006-10, 2012 or later)*

Hyundai Tucson *(2010-15)*

Kia Forte *(2010 or later)*

Kia Optima *(nonturbo, 2012 or later)*

Kia Soul

Kia Sportage *(4-cyl., nonturbo, 2011-12, 2014 or later)*

Mazda3 *(2011 or later)*

Mazda6 *(4-cyl., 2009 or later)*

Mazda CX-3

Mazda CX-5

Mitsubishi Outlander *(2-row, 2007-13)*

Nissan Altima *(4-cyl., 2010-12, 2015 or later)*

Nissan Rogue *(2009 or later)*

Nissan Sentra *(2011-12, 2016)*

Scion iA

Scion iM

Scion xB *(2008 or later)*

Scion xD *(2010 or later)*

Subaru Crosstrek

Subaru Forester *(nonturbo, 2009 or later)*

Subaru Impreza *(nonturbo, 2011-16)*

Subaru Legacy *(4-cyl., 2010 or later)*

Subaru Outback *(4-cyl., 2010 or later)*

Toyota Camry *(4-cyl., 2010 or later)*

Toyota Corolla *(2010 or later)*

Toyota Matrix *(2010 or later)*

Toyota Prius *(2010 or later)*

Toyota Prius V

Toyota RAV4 *(4-cyl., 2-row, 2004 or later)*

Volkswagen Golf *(2012-14)*

Volkswagen Tiguan *(2014 or later)*

Volvo S60 *(2012-14, 2016)*

as well as make for smoother, quieter power delivery. Many automatics feature a manual-shift mode. This feature is marketed as a way of adding some fun to a driving a car with an automatic. It can be handy when driving in hilly or mountainous areas because it provides more control when shifting down on long descents, and it also allows drivers to select a lower gear in winter conditions. A few automatics have a winter mode, where the transmission starts in second gear to lower engine speed and improve traction on slippery surfaces.

Another type of gearbox is a continuously variable transmission. A CVT does not have a set number of gears, but it can constantly vary between the highest and lowest speeds for optimal fuel economy and performance.

Manual transmissions, often available in inexpensive or sporty models, provide better performance. But they no longer offer a big fuel economy advantage over the newest automatics.

A sequential-shift transmission is a computer-shifted manual transmission that works like an automatic, but is shifts faster and provides the sporty shift feel of a manual.

All-Wheel-Drive is particularly helpful when driving on a road with intermittent snow and ice.

■ **2WD, AWD, or 4WD: How much traction do you need?** Most vehicles use two-wheel drive, where power is sent to the front or rear wheels. Front-wheel drive is used in most cars, wagons, minivans, and 2WD versions of car-based SUVs, and leaves more room inside for passengers and cargo. It's better than rear-wheel drive in slippery conditions because more weight is on the drive wheels.

Rear-wheel drive places less demand on the front wheels, allowing them to be used primarily for steering. It's commonly used on pickups and truck-based SUVs designed to handle heavy-duty chores such as towing. But it is also popular on sports cars and high-performance sedans because it helps improve handling.

Traction control, available on many vehicles, helps maximize traction at the drive wheels by preventing wheel spin. It's particularly useful when accelerating on a wet, snowy, or icy surface. But if no drive wheel has grip, traction control won't help. In wintry conditions, a 2WD vehicle with traction control will have more difficulty getting up a slippery slope than one with all-wheel drive or four-wheel drive.

AWD feeds power to all four wheels. It provides maximum forward traction and is especially helpful in slippery conditions and when driving over moderate off-road terrain. AWD is also helpful in rapidly changing conditions or when driving on a road with intermittent snow and ice. Its lightness and compactness makes it the system of choice for many vehicles.

Although 4WD and AWD are often used interchangeably in advertising and brochures, the major difference

PHOTOS: GETTY IMAGES

is that 4WD incorporates low-range gearing, which helps in more challenging off-road conditions such as traversing rocks or deep water, or tackling steep off-pavement hills. But the majority of 4WD-vehicle owners never come close to needing this capability.

Modern 4WD systems are either full-time—engaged all the time—or automatic, where the vehicle switches between two- and four-wheel drive depending on the conditions.

Some pickups and truck-based SUVs use part-time 4WD systems. This requires the driver to select the drive mode with a switch, knob, or gear lever, limiting the vehicle's ability to provide optimum traction when conditions suddenly change. In addition, they can't be driven on dry pavement in 4WD mode without running the risk of severe drivetrain damage. Keep in mind that AWD and 4WD systems add considerable weight to a vehicle, compromising fuel economy.

Making the Final Cut

When you know your price range and the type of vehicle that interests you, and you've used our tools and comparison charts to find the models that meet your requirements, it's time to narrow the candidates to a few promising models that are worth spending the time to test-drive.

To do this, gather as much information as you can to compare each vehicle in important areas such as driving experience, reliability, fuel economy, safety, and features.

A key to quick and efficient auto research is knowing where to go and how to evaluate the information you get. On the internet you can gather your info in a few hours. But just as cars can vary greatly in quality, so can sources of information. The following pages help you assess what's available.

■ **Model reviews.** To get an in-depth perspective on a model, it's important to read reviews from sources you trust. Good ones can tell you how a vehicle handles, accelerates, and brakes, and how comfortable and user-friendly the interior is. They also highlight shortcomings and deficiencies you might overlook. Because different sources have varying points of view, we recommend reading a variety of them.

There's no shortage of new-vehicle reviews; it's more difficult to find them for older models. But the review for a new model will often be applicable to a late-model used version.

You can get started by reading the summary reviews in the vehicle profiles that begin on page 96. ConsumerReports.org members can also access our full road-test reports for the models that we've tested in the past few years. Most models don't change much from year to year, so new-car reviews are often relevant to late-model versions. You can see when a model has had a major redesign by checking its profile in this publication.

Keep in mind that most model reviews that appear in publications or on websites are supported by automaker advertising, and they may not want to offend their advertisers. So although you can get insight into a vehicle's performance and driving character from those reviews, you will seldom find very much hard-hitting criticism or an in-depth exploration of safety or reliability concerns.

Use CR.org for full road-test reports, reliability histories, and more.

Look to our profiles for notes on these topics. Moreover, only a few organizations conduct their own instrumented testing, which allows more accurate comparisons between and among different vehicles.

The key is to find reviews that are in-depth enough to give you a good, solid overview of the car and cover the aspects that are most important to you.

■ **CR road-test reports.** Consumer Reports maintains road-test ratings on groups of competing vehicles in a similar price range and category (such as family sedans, small SUVs, minivans, etc.). This way, once you have decided on the type of vehicle you want, you can easily compare models within a particular class.

You can compare vehicles by arranging test-drives of the same class of vehicle one after the other. As you do, take notes on areas of special interest to you, such as seat comfort and driving position, and the presence or absence of features you like, such as heated seats, leather trim, and lots of cargo space.

■ **CR owner-satisfaction data.** Though user reviews provide some helpful information, each year our members give us detailed feedback on their satisfaction with the vehicles they own. Our owner-satisfaction ratings are unbiased and are based on hundreds of thousands of subscriber reports, as part of our Annual Auto Survey. For more information, see page 20.

■ **Other sources of reviews.** Many publications and websites regularly review new cars. But keep in mind that they almost always borrow test vehicles from the auto manufacturers' specially maintained press fleets. Vehicle problems are addressed before the cars are delivered to auto reviewers, or they're taken out of the press fleet. Auto-enthusiast publications also focus on a vehicle's performance attributes, often at the expense of more everyday concerns such as safety, reliability, and fuel economy.

Newspaper auto reviews are more difficult to find, but they're geared toward the everyday driver. But auto sections are intended to draw advertising from automakers and local dealerships. As a result, such reviews may overlook a car's shortcomings, and some are written by reviewers with limited automotive experience.

User-review sites are different in that their reviews have been submitted by owners. You can find a range of topics, from car-buying experiences and discussions of recurring problems to service frustrations. All that can give you valuable insight, but keep in mind that the owners usually don't have experience with a wide range of vehicles with which to compare theirs. And sometimes the reliability of the information can be questionable. For example, you have no way of determining the source of an entry—it could be from a disgruntled automaker employee, a dealer, or a dealer's competitor.

Most car-buying websites provide reviews of many new vehicles, but many just recycle what they pick up from automakers' press kits. They don't review, judge, or test products and services themselves.

Reliability Ratings

Reliability is perhaps the single most important consideration for a buyer when choosing a used car. A vehicle's reliability can seriously affect how satisfied you'll be with a car over the years, and it can significantly influence resale value when you're ready to replace it. Reliability is also the most difficult quality to evaluate on a vehicle because the information has to come from vehicle owners' direct experience over time.

Consumer Reports provides the most comprehensive reliability information available to consumers. It's based on CR's annual surveys of our approximately 7 million magazine and online members, who are asked about any serious problems they had with their own vehicles in the preceding 12 months.

These surveys generate hundreds of thousands of responses—the 2017 survey, for example, provided information on more than half-a-million vehicles—which give us a solid foundation for both our new- and used-car reliability ratings.

We provide reliability information in several forms. For used-car buyers, we give ratings for 17 trouble areas over 10 model years, so you can see a model's individual strengths and weaknesses. We also provide a Used Car Verdict for each model year that sums up the vehicle's overall reliability. The reliability verdicts are weighted to emphasize major problems in areas such as engine, transmission, cooling, and drive systems, all of which can be serious and more expensive to repair.

These ratings are included in our Reliability History charts, which are part of our vehicle profiles. Starting on page 26, you'll also find a list of the Best & Worst Used Cars, in terms of reliability. It includes all models, by model year, that have had above- or below-average reliability, so you can quickly see which models to look for and which to avoid.

■ **Other reliability sources.** Although they lack the reach of CR's data, there are other services that provide supplemental sources of information.

The most widely known of these services is J.D. Power (jdpower.com). The Power survey of most interest to new-car shoppers is the Initial Quality Study. Designed to help automakers gauge the initial quality of the vehicles they're producing, it is based on about 80,000 responses for 2017.

But IQS covers only the first three months of ownership, a period when relatively little goes wrong. It also asks owners about many subjective impressions of their vehicles, not just serious problems they've had. For used cars, J.D. Power has a vehicle depen dability study, which measures problems experienced by original owners on 3-year-old vehicles. The 2018 VDS is based on more than 36,000 vehicles.

You can also post and read messages in online forums for owners.

Reliability affects everything from your satisfaction with the vehicle and how much it costs you to own to how much you can sell it for down the road.

3 Points You Must Consider Before Buying

1. SAFETY

EVERY CAR SHOULD HAVE

- **ABS** (antilock brakes)
- **ESC** (electronic stability control)
- **Curtain airbags**

Consider these the safety basics. Don't have them now? Buy a new or recent car that has all three.

GET THESE TO BE EVEN SAFER

- Forward-collision warning with automatic emergency braking
- Blind-spot warning with rear cross-traffic warning
- Lane-departure warning
- Backup camera
- A "Good" score in the IIHS small-overlap front crash test

Decision point You need to shop wisely to find a good late-model car with most or all of these features at a reasonable price. Keep in mind that only the latest designs do well in the difficult IIHS small-overlap crash test.

Why they're worth it
Many of today's cars work to avoid crashes altogether. Advanced systems can automatically slow or completely stop a car. Visibility aids, such as rear cameras and blind-spot monitors, show what's around you, helping situational awareness. All things being equal, buy the safest car you can afford.

2. MONEY

HOW MUCH VALUE THAT NEW CAR WILL LOSE

Cars depreciate significantly over the first few years of ownership, often more rapidly than your monthly payments are paying down the loan—putting you "upside down" financially. The chart below shows typical vehicle depreciation based on the average new-car price for a 2016 model. The average new car loses about half of its value in just three years.

3. CONNECTED FEATURES

BASICS IN MOST LATE-MODEL CARS

- USB port for plugging in a phone
- Bluetooth phone connectivity

Decision point Almost every recent car has these as standard. You can install an aftermarket Bluetooth kit in your current car, and various audio-system upgrades can add modern features to older factory systems or replace them entirely.

Specialty Items

- Voice commands for selecting audio
- Built-in navigation
- Ability to use integrated apps such as Apple CarPlay, Google Android Auto, Pandora, or Spotify

Decision point Getting these features usually requires an aftermarket addition or buying a 2- or 3-year-old car. Voice commands simplify complicated functions; good systems can reduce distraction. Built-in navigation gives you larger screens than on your phone or a portable navigation device, plus it will automatically adjust stereo volume for instructions.

ILLUSTRATION: RYAN VULK

Remember that gathering anecdotes about particular vehicles is not the same as consulting a scientifically designed survey.

Compare Fuel Economy

The fuel-economy figures printed on a vehicle's window sticker are estimates based on a test created by the Environmental Protection Agency. For detailed information on fuel economy, including the real-world test results for more than 800 models that CR has tested in the past 10 years, see the fuel-economy and test data charts beginning on page 39.

Safety Ratings

Several elements affect a vehicle's overall safety capability.

■ **Crash tests.** Frontal- and side-impact crash tests are conducted by the Insurance Institute for Highway Safety (iihs.org) and the National Highway Traffic Safety Administration (safercar.gov).

Starting with the 2011 model year, NHTSA made its crash tests more stringent. As a result, the 2011 and newer model results are not comparable with older years.

In 2012 the IIHS added the small-overlap front test, which replicates the driver side of a car hitting a tree or pole straight on. The IIHS retroactively applied the results of cars crashed in 2012 and later to earlier versions of the same model. The vehicle profiles, starting on page 96, include major crash-test results for the past 10 years.

■ **Accident avoidance.** A vehicle's ability to help you avoid an accident is just as important as its ability to protect you in a crash. For every accident, there are numerous near misses that statistics don't reflect. Several factors contribute to a vehicle's accident-avoidance capability, with the two most important being braking and emergency handling. Using our test data, CR.org provides an accident-avoidance rating for all tested vehicles.

■ **Rollover resistance.** Rollover accidents are of particular concern with SUVs and pickups. To help consumers compare vehicles, NHTSA provides a rating system called the Rollover Resistance Rating. The RRR is based on two factors: a vehicle's Static Stability Factor and a dynamic rollover test. The SSF, determined from at-rest or "static" measurements of the vehicle, essentially indicates how top-heavy it is. The dynamic rollover test simulates a driver having to make severe steering maneuvers, as can happen in an emergency.

Vehicles that tip up fail the test, but this failure downgrades the overall star rating only slightly. We will not recommend a vehicle that tips up in this type of situation. The ratings are available at safercar.gov.

■ **Roof strength.** The IIHS also tests for roof strength. During a rollover, stronger roofs crush less, reducing the risk that people will be injured by contact with the roof itself.

■ **Rear-impact protection.** Although rear-end accidents have a low fatality rate, they have a high injury rate, especially for whiplash neck injuries. The design of a car's head restraints and seats are critical factors in the severity of a whiplash injury.

Consumer Reports evaluates head restraints. Front head restraints usually meet or exceed evaluation requirements, but rear head restraints differ greatly.

Another good source for information on rear-impact protection is the IIHS website (iihs.org). The institute conducts evaluations of head restraints and performs dynamic rear-impact tests that measure how well the seat/head-restraint combinations in different models protect against whiplash.

■ **Rear blind zones.** Every year children are injured or killed because drivers don't see them while they are backing up their vehicle. A contributing factor is that larger vehicles, such as SUVs and pickups, have very large blind zones. The blind zone is the area behind a vehicle that the driver can't see when looking in the rearview mirror.

To check a vehicle's blind spot, sit in the driver's seat of the parked vehicle while someone stands in back and holds out a hand at about waist level. Have the person walk back slowly until you can see the hand through the rear

Solid Structure
The IIHS added the small-overlap crash test starting in 2012

window. This will give you an idea of how big that vehicle's blind spot is.

Recommended Safety Features

Buyers often overlook important safety features because they aren't aware of them or don't understand their benefit. We recommend that you look for the following when buying a vehicle. To see which models have particular safety features, see the vehicle profiles.

■ **Antilock brake system.** This system prevents the wheels from locking up under hard braking, particularly on slippery surfaces. Without it, the vehicle tends to keep plowing ahead in whatever direction it was going. You can't steer, and locked wheels can cause a vehicle to slide sideways or even spin.

■ **Electronic stability control.** ESC helps keep the vehicle on its intended path during a turn to avoid sliding or skidding out of control. It's especially helpful in slippery conditions and accident-avoidance situations, such as when trying to steer around a person or car that has pulled out in front of you. It can also help keep a top-heavy vehicle, such as an SUV or a pickup, from getting into a rollover. Note that starting in 2012, all cars and light-duty trucks have standard ESC, which means they also have ABS.

■ **Head-protecting side airbags.** You should look for a car with dedicated head-protection airbags that deploy from above the windows. Curtain airbags cover the side windows in both front and rear, preventing occupants from hitting their heads, while also helping to keep a person from being ejected in a side impact or rollover.

■ **Forward-collision warning (FCW) and automatic emergency braking (AEB).** These stand-alone or combined radar-, laser-, and/or camera-based systems warn drivers of an impending collision by using visual, auditory, or physical cues. Certain vehicle systems also precharge the brakes to help the driver apply enough braking force to avoid a collision, in addition to steps to prepare for impact. If the driver ignores the warnings, systems with automatic emergency braking will apply partial or full braking force. They can be active at anywhere from walking to highway speeds.

■ **Blind-spot warning (BSW).** A blind-spot warning system uses radar or cameras to scan the areas beside and behind you, looking for vehicles entering or lurking in your blind zones. When such a vehicle is detected, an illuminated icon appears in or near the appropriate side-view mirror. If you signal a turn while a car is in your blind zone, certain systems send a stronger alert, such as a blinking light or louder chirps. More advanced systems help keep you in your own lane by applying the brakes on one side of the vehicle.

■ **Rear cross-traffic warning.** Often part of a package that includes blind-spot warning, this system warns of traffic approaching from the sides as you reverse. The warning usually consists of an audible chirp and a visual cue in either the outside mirror or the rear camera's dash display. The more advanced systems can also pick out bicycles and pedestrians.

■ **Lane-departure warning (LDW) and lane-keeping assist (LKA).** The first system uses visual, audible, or haptic (often a buzzing in the steering wheel) warning to alert the driver if he or she is crossing lane markings and wandering out of the lane. Lane-keeping assist will automatically correct the steering input, or even brake the car, if it attempts to cross the markings, in an effort to bring the vehicle back into the proper lane.

■ **Rearview cameras.** Also known as backup cameras, these will be mandatory with the 2018 model year. They can help prevent a back-over accident, such as hitting a child who wanders behind your car.

■ **Adaptive Cruise Control.** Using lasers, radar, cameras, or a combination, these systems, automatically maintain a safe following distance between you and the car ahead.

Key Safety Equipment

Forward-Collision Warning and Automatic Emergency Braking
FCW warns you of an impending collision with car in front. AEB can stop the car if the driver doesn't react in time.

Blind-Spot Warning
Checks over your shoulder.

Rear Cross Traffic Warning
Alerts the driver if a vehicle is approaching when backing up.

Head-Protecting Side Airbags
Protects in rollovers and side impacts.

'I Loved my car!' Would Owners Buy Their Car Again?

MOST PEOPLE LOVE their cars at first, but what about after that new-car smell wears off? Once you've lived with a car for three years—let alone five or 10—the features and qualities that gave you goose bumps in the showroom often turn into cold chills down the road.

This is what we found out when we asked our members whether they would get the same car all over again, and how satisfied they were with the vehicle's driving experience, comfort, value, and styling.

Consistent Performers

We found that no matter their age, the vehicles inspiring the strongest loyalty are reliable, performed well in our tests, are fun to drive, deliver great fuel economy, are fashionably green, or dress you in a high-tech, luxurious driving environment. Those that performed poorly in some—or all—of these areas sit at the bottom.

Vehicles that performed well in CR tests are often ones that also give owners higher satisfaction.

The Tesla Model S all-electric luxury sports sedan, which provides all of those attributes in one car, continues to top our ratings with the highest satisfaction score for three-year-old cars, scoring a 94 out of 100. Even at five years old, the Model S scores a 95 out of 100.

Another strong performer is the Porsche 911. The 2013 911 is the most satisfying vehicle in the survey, with 97 percent of owners saying they would definitely buy it again.

Among midsized SUVs the Toyota Highlander and 4Runner satisfy their owners no matter the car's age. At the same time, a number of models were consistently near or at the bottom of the rankings, including the Chevrolet Equinox, Dodge Journey, GMC Terrain, and Nissan Pathfinder.

Minivans present a particularly stark example. The Honda Odyssey and Toyota Sienna, two highly rated vans in CR tests, dominate: Owners responded overwhelmingly that they would but these vans again. Their competitors struggle to crack the 60 percent satisfaction line.

There are models that defy this overall trend, but they tend to be outliers. The Jeep Wrangler, Toyota FJ Cruiser, and aforementioned 4Runner didn't fare well in our tests, but their owners love these specialty vehicles.

Fuel-efficient models dominate many of the categories, but the green promise isn't satisfying on its own. The 3- and 5-year-old versions of the Lexus CT 200h and Nissan Leaf, for example, lie at the bottom of the Hybrid/Electric Car category, despite their impressive fuel economy. But both were mediocre performers in CR's road tests. Interestingly, owners of 3-year-old hybrids and electrics weren't as enamored with their cars as were owners of 5-year-old versions. One reason could be the relatively low fuel prices of the past few years. People who invested in a fuel-efficient vehicle three years ago aren't seeing a large savings at the pump, yet they are still likely paying off their auto loan, unlike owners of the 5-year-old models.

Our annual owner-satisfaction survey, conducted by the Consumer Reports National Research Center, asks our magazine and web members: "Considering all factors (price, performance, reliability, comfort, enjoyment, etc.), would you get this car if you had it to do all over again?"

A model's score is based on the percentage of respondents who answered "definitely yes."

In our most recent survey we received responses on more than half a million vehicles, spanning the 2000 through 2017 model years.

Chevrolet Corvette
The sports car is one of the 10 most satisfying used cars in our survey.

PHOTO: GETTY IMAGES

Most & Least Satisfying Vehicles

ON THESE PAGES are our owner-satisfaction survey results for 3-, 5-, and 10-year-old vehicles by vehicle category.

Each year Consumer Reports asks the following question on our Annual Auto Survey: "Considering all factors (price, performance, reliability, comfort, etc.), would you get this car if you had it to do all over again?" Respondents have four choices, from "definitely yes" to "definitely no."

In the majority of cases there is a link between how a vehicle performs in Consumer Reports testing and how it performs in our owner-satisfaction survey.

For example, the 2013 and older Chevrolet Impala was an unimpressive vehicle that had mediocre performance in our tests. But the redesigned model, which arrived for 2014, tops our new-car ratings and is also quite popular with owners. It's a similar story for the Acura TSX and its replacement, the ILX. Both were sold in 2013, but the ILX missed the mark in our tests. Owners agreed with us: while only 42 percent of owners of the five-year-old ILX would buy it again, 61 percent of the TSX owners would buy another one.

2015 Kia Soul

2013 Tesla Model S

Owner Satisfaction 3-year old	
Make & model (2015)	**% Would Buy Again**
SUBCOMPACT CARS	
Honda Fit	65
Fiat 500	53
Nissan Versa Note	50
Chevrolet Sonic	49
Ford Fiesta	43
COMPACT CARS	
Scion xB	71
Volkswagen Golf	70
Toyota Corolla	69
Mazda 3	68
Kia Soul	67
Subaru Impreza	65
Honda Civic	61
Chevrolet Cruze	58
Volkswagen Beetle	57
Volkswagen Jetta	56
Kia Forte	56
Hyundai Elantra	52
Ford Focus	42
Nissan Sentra	40
HYBRIDS/ELECTRICS	
Tesla Model S	94
Toyota Prius	76
Toyota Prius V	74
Chevrolet Volt	71
Ford C-MAX	71
BMW i3	66
Toyota Prius C	64
Lexus CT 200h	62
Nissan Leaf	59
MIDSIZED CARS	
Subaru Legacy	73
Toyota Camry	73
Honda Accord	71
Kia Optima	70
Mazda 6	68
Ford Fusion	65
Hyundai Sonata	64
Chevrolet Malibu	61
Volkswagen Passat	57
Nissan Altima	54
Chrysler 200	45

Owner Satisfaction 5-year old	
Make & model (2013)	**% Would Buy Again**
SUBCOMPACT CARS	
Honda Fit	64
Fiat 500	52
Hyundai Accent	50
Hyundai Veloster	48
Chevrolet Sonic	46
Kia Rio	32
Ford Fiesta	23
COMPACT CARS	
Kia Soul	64
Mazda 3	64
Toyota Corolla	63
Honda Civic	63
Volkswagen Golf	61
Subaru Impreza	58
Volkswagen Jetta	57
Volkswagen Beetle	55
Toyota Matrix	53
Hyundai Elantra	50
Chevrolet Cruze	48
Kia Forte	43
Ford Focus	36
Dodge Dart	32
Nissan Sentra	26
HYBRIDS/ELECTRICS	
Tesla Model S	95
Chevrolet Volt	81
Toyota Prius	79
Toyota Prius V	77
Toyota Prius C	73
Nissan Leaf	71
Lexus CT 200h	64
Ford C-MAX	62
MIDSIZED CARS	
Honda Accord	72
Toyota Camry	72
Subaru Legacy	71
Kia Optima	61
Mazda 6	60
Ford Fusion	59
Volkswagen Passat	57
Hyundai Sonata	55
Volkswagen CC	53
Chevrolet Malibu	51
Chrysler 200	45
Nissan Altima	40

Owner Satisfaction 10-year old	
Make & model (2008)	**% Would Buy Again**
SUBCOMPACT CARS	
Scion xD	68
Honda Fit	63
Toyota Yaris	61
Smart ForTwo	47
Nissan Versa Hatchback	45
COMPACT CARS	
Pontiac Vibe	76
Toyota Corolla	65
Mazda 3	63
Hyundai Elantra	62
Scion xB	62
Toyota Matrix	61
Volkswagen Rabbit	60
Subaru Impreza	59
Ford Focus	55
Honda Civic	53
Volkswagen Jetta	52
Chrysler PT Cruiser	48
Chevrolet HHR	41
Volkswagen New Beetle	40
Chevrolet Cobalt	35
Nissan Sentra	35
HYBRIDS/ELECTRICS	
Toyota Prius	83
MIDSIZED CARS	
Toyota Camry	72
Honda Accord	64
Ford Fusion	60
Mercury Milan	60
Mazda6	60
Hyundai Sonata	59
Nissan Altima	58
Volkswagen Passat	55
Subaru Legacy	52
Chrysler Sebring	51
Chevrolet Malibu	47
Pontiac G6	45
Saturn Aura	44

Owner Satisfaction 3-year old

Make & model (2015)	% Would Buy Again
LARGE CARS	
Chrysler 300	77
Chevrolet Impala	73
Kia Cadenza	71
Toyota Avalon	69
Dodge Charger	66
Hyundai Azera	63
Ford Taurus	60
LUXURY COMPACT CARS	
Buick Regal	69
Audi A4	68
BMW 3 Series	65
Mercedes-Benz C-Class	61
Volvo S60	61
Lexus IS	61
Audi A3	58
Buick Verano	56
Cadillac ATS	49
Acura TLX	48
Infiniti Q50	43
LUXURY MIDSIZED/LARGE CARS	
Lexus LS	81
Hyundai Genesis	76
Mercedes-Benz S-Class	76
BMW 5 Series	75
Lexus GS	75
Audi A8	74
Lexus ES	73
Audi A6	71
Mercedes-Benz E-Class	70
Lincoln MKZ	70
Buick LaCrosse	67
Infiniti Q70	64
Cadillac CTS	54
Cadillac XTS	52
SPORTY CARS & CONVERTIBLES	
Chevrolet Corvette	92
Porsche 911	90
Dodge Challenger	85
Volkswagen GTI	82
Subaru WRX/STi	77
Ford Mustang	76
Mazda MX-5 Miata	75
BMW 2 Series	75
Audi A5	71
Mini Cooper	70
Chevrolet Camaro	69
Lexus RC	67
BMW 4 Series	67
Scion FR-S	63
Subaru BRZ	63
Infiniti Q60	54

Owner Satisfaction 5-year old

Make & model (2013)	% Would Buy Again
LARGE CARS	
Chrysler 300	74
Toyota Avalon	72
Hyundai Azera	71
Dodge Charger	65
Ford Taurus	61
Chevrolet Impala	58
Nissan Maxima	54
LUXURY COMPACT CARS	
Audi A4	72
Buick Regal	71
Lexus IS	67
Infiniti G	67
Acura TSX	61
BMW 3 Series	56
Volvo S60	56
Buick Verano	56
Mercedes-Benz C-Class	55
Acura ILX	42
Cadillac ATS	39
LUXURY MIDSIZED/LARGE CARS	
Audi A7	87
Audi A6	82
Lexus LS	80
Lexus ES	79
Lexus GS	77
Hyundai Genesis	75
Mercedes-Benz E-Class	69
Lincoln MKS	69
Buick LaCrosse	66
BMW 5 Series	65
Acura TL	60
Lincoln MKZ	60
Infiniti M	58
Cadillac CTS	55
Cadillac XTS	49
SPORTY CARS & CONVERTIBLES	
Porsche 911	97
Porsche Boxster	86
Mazda MX-5 Miata	80
Chevrolet Corvette	80
Chevrolet Camaro	78
Audi A5	77
Subaru WRX/STi	76
Ford Mustang	73
Volkswagen GTI	73
Mercedes-Benz SL	71
Volkswagen Eos	71
Scion FR-S	70
Subaru BRZ	70
Mini Cooper	61
Volvo C70	57
BMW 1 Series	55
Hyundai Genesis Coupe	52

Owner Satisfaction 10-year old

Make & model (2008)	% Would Buy Again
LARGE CARS	
Toyota Avalon	80
Ford Crown Victoria	68
Mercury Grand Marquis	68
Chrysler 300	67
Ford Taurus	65
Mercury Sable	65
Hyundai Azera	65
Chevrolet Impala	55
Nissan Maxima	46
LUXURY COMPACT CARS	
Saab 9-3	74
Infiniti G	69
Volvo S60	68
Acura TSX	67
Lexus IS	60
Audi A4	59
BMW 3 Series	56
Mercedes-Benz C-Class	50
LUXURY MIDSIZED/LARGE CARS	
Lexus LS	83
Lexus ES	79
Lexus GS	78
Cadillac DTS	77
Volvo S80	68
Audi A6	67
Mercedes-Benz E-Class	66
Infiniti M	66
Acura TL	64
Lincoln MKZ	62
Cadillac CTS	61
BMW 5 Series	58
Buick Lucerne	51
Buick LaCrosse	46
Cadillac STS	39
SPORTY CARS & CONVERTIBLES	
Chevrolet Corvette	86
Mazda MX-5 Miata	84
Toyota Camry Solara	82
Ford Mustang	74
Volvo C70	68
Pontiac Solstice	67
Saturn Sky	67
BMW 1 Series	56
Volkswagen Eos	55
Mini Cooper	48

2015 Chrysler 300

2013 Audi Allroad

2015 Chevrolet Corvette

2015 Subaru Forester

2015 Porsche Macan

2013 Ford Flex

Owner Satisfaction 3-year old	
Make & model (2015)	**% Would Buy Again**
WAGONS	
Subaru Outback	78
Volvo XC70	73
Toyota Venza	72
Audi Allroad	68
Volvo V60	66
Volkswagen Golf SportWagen	64
Mazda 5	60
MINIVANS	
Toyota Sienna	77
Honda Odyssey	70
Chrysler Town & Country	68
Kia Sedona	65
Dodge Grand Caravan	54
SUBCOMPACT SUVs	
Subaru XV Crosstrek	65
Nissan Juke	64
Jeep Renegade	52
Chevrolet Trax	46
Mitsubishi Outlander Sport	41
COMPACT SUVs	
Subaru Forester	75
Honda CR-V	65
Mazda CX-5	65
Toyota RAV4	63
Kia Sportage	60
Ford Escape	58
Hyundai Tucson	56
Jeep Patriot	54
Volkswagen Tiguan	54
Nissan Rogue	52
Jeep Cherokee	45
Mitsubishi Outlander	41
MIDSIZED SUVs	
Toyota Highlander	78
Toyota 4Runner	76
Nissan Xterra	73
Jeep Wrangler	73
Kia Sorento	70
Jeep Grand Cherokee	69
Nissan Murano	67
Honda Pilot	66
Ford Explorer	66
Hyundai Santa Fe Sport	66
Ford Edge	65
Hyundai Santa Fe	61
Chevrolet Equinox	59
GMC Terrain	59
Nissan Pathfinder	49
Mazda CX-9	47
Dodge Journey	33

Owner Satisfaction 5-year old	
Make & model (2013)	**% Would Buy Again**
WAGONS	
Toyota Venza	72
Audi Allroad	72
Honda Crosstour	71
Subaru Outback	69
Mazda 5	63
Volkswagen Jetta SportWagen	47
MINIVANS	
Toyota Sienna	75
Honda Odyssey	68
Chrysler Town & Country	57
Dodge Grand Caravan	49
Nissan Quest	38
SUBCOMPACT SUVs	
Subaru XV Crosstrek	62
Nissan Juke	49
COMPACT SUVs	
Mazda CX-5	69
Subaru Forester	67
Honda CR-V	67
Toyota RAV4	65
Hyundai Tucson	55
Kia Sportage	54
Volkswagen Tiguan	50
Ford Escape	50
Nissan Rogue	44
MIDSIZED SUVs	
Toyota Highlander	77
Toyota 4Runner	76
Jeep Wrangler	75
Volkswagen Touareg	70
Honda Pilot	66
Ford Edge	62
Hyundai Santa Fe Sport	60
Hyundai Santa Fe	55
Kia Sorento	55
Nissan Murano	55
Ford Explorer	54
Jeep Grand Cherokee	53
Chevrolet Equinox	53
GMC Terrain	53
Mazda CX-9	40
Dodge Journey	32
Nissan Pathfinder	32

Owner Satisfaction 10-year old	
Make & model (2008)	**% Would Buy Again**
WAGONS	
Volvo V70/XC70	67
Subaru Outback	62
Kia Rondo	60
Mazda 5	47
MINIVANS	
Honda Odyssey	75
Toyota Sienna	73
Kia Sedona	58
Chrysler Town & Country	52
Dodge Grand Caravan	41
COMPACT SUVs	
Honda Element	78
Subaru Forester	69
Toyota RAV4	68
Honda CR-V	68
Ford Escape	52
Mazda Tribute	52
Mercury Mariner	52
Hyundai Tucson	51
Saturn Vue	50
Nissan Rogue	48
Jeep Liberty	39
MIDSIZED SUVs	
Toyota 4Runner	81
Toyota Highlander	77
Toyota FJ Cruiser	76
Honda Pilot	74
Subaru Tribeca	71
Ford Taurus X	67
Chevrolet TrailBlazer	65
GMC Envoy	65
Hyundai Veracruz	64
Mazda CX-9	63
Ford Edge	61
Hyundai Santa Fe	57
Jeep Wrangler	57
Ford Explorer	57
Mercury Mountaineer	57
Jeep Grand Cherokee	54
Nissan Xterra	54
Chevrolet Equinox	39
Pontiac Torrent	39

Owner Satisfaction 3-year old	
Make & model (2015)	% Would Buy Again
LARGE SUVs	
Ford Expedition	80
Dodge Durango	76
Chevrolet Suburban	74
GMC Yukon XL	74
Ford Flex	73
Chevrolet Tahoe	70
GMC Yukon	70
Chevrolet Traverse	60
GMC Acadia	60
Toyota Sequoia	54
LUXURY COMPACT SUVs	
Porsche Macan	90
Audi Q3	78
Audi Q5	70
Mercedes-Benz GLK	69
BMW X3	66
Lexus NX	63
Buick Encore	61
Volvo XC60	60
Mini Countryman	60
Lincoln MKC	58
Cadillac SRX	55
Acura RDX	55
BMW X1	50
Mercedes-Benz GLA	41
LUXURY MIDSIZED/LARGE SUVs	
Lexus RX	75
BMW X5	71
Lexus GX	71
Buick Enclave	69
Audi Q7	68
Mercedes-Benz GL	68
Mercedes-Benz M	67
Lincoln MKX	67
Lincoln Navigator	63
Acura MDX	62
Lexus LX	60
Cadillac Escalade	54
Infiniti QX60	46
COMPACT PICKUP TRUCKS	
Toyota Tacoma	67
Chevrolet Colorado	56
GMC Canyon	56
Nissan Frontier	52
FULL-SIZED PICKUP TRUCKS	
Toyota Tundra	79
Ford F-150	79
Chevrolet Silverado/ GMC Sierra 3500HD	77
Chevrolet Silverado/ GMC Sierra 2500HD	75
Ford F-350	72
Ram 3500	71
Ford F-250	69
Ram 1500	69
Chevrolet Silverado/ GMC Sierra 1500	67
Ram 2500	66

Owner Satisfaction 5-year old	
Make & model (2013)	% Would Buy Again
LARGE SUVs	
Ford Flex	77
Toyota Sequoia	74
Ford Expedition	72
Chevrolet Tahoe	72
GMC Yukon	72
Chevrolet Suburban	69
GMC Yukon XL	69
Dodge Durango	67
Chevrolet Traverse	57
GMC Acadia	57
LUXURY COMPACT SUVs	
Audi Q5	75
Mercedes-Benz GLK-Class	75
Volvo XC60	70
Acura RDX	63
Buick Encore	63
Mini Countryman	57
BMW X3	54
BMW X1	48
Cadillac SRX	45
LUXURY MIDSIZED/LARGE SUVs	
Porsche Cayenne	81
Lexus RX	76
Lexus GX	75
Buick Enclave	69
Mercedes-Benz M-Class	65
Lincoln MKX	64
BMW X5	63
Audi Q7	63
Acura MDX	60
Infiniti JX	46
COMPACT PICKUP TRUCKS	
Honda Ridgeline	77
Toyota Tacoma	61
Nissan Frontier	40
FULL-SIZED PICKUP TRUCKS	
Chevrolet Avalanche	84
Ford F-350	80
Toyota Tundra	77
Chevrolet Silverado 3500HD	76
GMC Sierra 3500HD	76
Ford F-250	71
Ford F-150	70
Chevrolet Silverado 2500HD	69
GMC Sierra 2500HD	69
Ram 1500	67
Ram 2500	62
Chevrolet Silverado 1500	58
GMC Sierra 1500	58

Owner Satisfaction 10-year old	
Make & model (2008)	% Would Buy Again
LARGE SUVs	
Toyota Sequoia	79
Ford Expedition	67
Chevrolet Tahoe	61
GMC Yukon	61
Chevrolet Suburban	56
GMC Yukon XL	56
GMC Acadia	40
Saturn Outlook	40
LUXURY COMPACT SUVs	
Cadillac SRX	63
Infiniti EX	60
Acura RDX	52
BMW X3	45
LUXURY MIDSIZED/LARGE SUVs	
Lexus RX	79
Lexus GX	71
Mercedes-Benz M-Class	67
Volvo XC90	58
Acura MDX	56
Lincoln MKX	56
Buick Enclave	47
COMPACT PICKUP TRUCKS	
Honda Ridgeline	76
Toyota Tacoma	66
Nissan Frontier	51
Ford Ranger	45
Mazda B-Series	45
Chevrolet Colorado	41
GMC Canyon	41
Dodge Dakota	33
FULL-SIZED PICKUP TRUCKS	
Toyota Tundra	78
Chevrolet Silverado 2500HD	70
GMC Sierra 2500HD	70
Chevrolet Avalanche	68
Dodge Ram 2500	62
Ford F-150	61
Ford F-250	58
Chevrolet Silverado 1500	57
GMC Sierra 1500	57
Dodge Ram 1500	53
Ford F-350	49

2015 Ford F-150

2013 Jeep Wrangler

2013 Chevrolet Avalanche

Best Bang for Your Car Buck

NEED NEW WHEELS but have a tight budget? Buying used is a way to get the biggest bang for your buck. It's simple: After one year a new car has depreciated 27 percent of its sticker price; after three years it's worth barely half its sticker price.

But picking out a good used car from a sea of bad ones has never been easy. You want one that's reliable, affordable, and equipped with modern safety features. Add in the desire to avoid a car that has been damaged in an accident and the process can feel overwhelming.

It doesn't have to be. We've created this handy guide to help you find the small cars, sedans, and SUVs that are most likely to fulfill your needs without breaking down and soaking you in repair bills.

Each model performed well in our road tests when it was new and had above-average reliability for the model years shown. In addition, each offered ESC as a standard or an optional feature.

Of course, there's always a lemon in the bunch. We also included lists of used cars that proved to be particularly troublesome–and that you should avoid considering.

Even for the used cars that we recommend, there can be stinkers–due to a bad day at the factory or a former owner who didn't care much for car maintenance and ended up neglecting the car. Because of this, make sure to pay for a thorough inspection by a certified mechanic before you sign on the dotted line, so there are no surprises down the road.

Worst Used Cars

Listed alphabetically by make and model, these 119 vehicles have records of much-worse-than-average reliability, based on subscriber responses to our Annual Auto Survey.

Acura
ILX '16
MDX '16
TLX '15

Audi
A4 '09-11
Q7 '14

BMW
1 Series '09, '11, '13
3 Series '08, '11
5 Series '09-11
X3 '08, '11-12, '17
X5 '11-13

Buick
Enclave '08-11
Encore '13
LaCrosse '11, '17
Regal '11, '13
Verano '15

Cadillac
ATS '16
CTS '08, '14-15
DTS '11
Escalade '15-16
SRX '08
STS '08
XTS '13, '16

Chevrolet
Camaro '16-17
Colorado '15-16
Corvette '14-17
Cruze '11-12, '14, '17
Equinox '10-11
HHR '08
Malibu '13
Silverado 1500 '17
Silverado 2500HD '11
Silverado 3500HD '11, '13
Sonic '12
Suburban '08, '14-16
Tahoe '09, '15, '17
Traverse '09-12

Chrysler
200 '15
300 '13, '15
PT Cruiser '08
Town & Country '08-11

Dodge
Challenger '10-16
Charger '13, '15
Dart '13-14
Durango '11-13, '16
Grand Caravan '08-11
Journey '09, '12, '14, '16

Fiat
500 '12-15
500L '14

Ford
Edge '12
Expedition '13
Explorer '12, '16
F-350 '08
Fiesta '11-16
Flex '10, '12
Focus '12-16
Fusion '17
Mustang '12, '15, '17
Transit Connect '14

GMC
Acadia '08-11, '13-14, '17
Canyon '15-16
Sierra 1500 '17
Sierra 2500HD '11
Sierra 3500HD '11, '13
Terrain '10-11
Yukon '09, '15, '17
Yukon XL '08, '14-16

Hyundai
Sonata '11
Tucson '16
Veloster '12

Infiniti
Q50 '16
QX60 '14-15

Jaguar
F-Pace '17

Jeep
Cherokee '14-15
Grand Cherokee '11-15
Patriot '14
Renegade '15
Wrangler '12

Kia
Sportage '13

Lexus
GX '16

Lincoln
MKC '17
MKX '16-17

Mazda
5 '08
CX-9 '13, '16
MX-5 Miata '09, '15-16

Mercedes-Benz
GLC '16-17
GL-Class '12-13, '15
S-Class '15

Mini
Cooper '08-13, '15
Cooper Clubman '09
Cooper Countryman '12-13, '16

Nissan
Pathfinder '13-14
Rogue '08
Rogue Select '14
Sentra '13, '15
Versa Note '14

Pontiac
G6 '08

Jeep
Cayenne '16

Ram
1500 '14-15
2500 '13-15
3500 '12, '14-16

Saturn
Outlook '08-09

Subaru
Outback '08
WRX/STi '15

Tesla
Model S '13
Model X '16-17

Toyota
Tacoma '16

Volkswagen
Beetle '15
CC '10, '12
Eos 12
Golf '15-16
Golf SportWagen '15
GTI '11-12, '15-16
Jetta '08, '11 '15
Jetta SportWagen '11, '14
Passat '13-14
Tiguan '09, '11-13, '15
Touareg '12

Volvo
S60 '15
XC90 '16-17

2013 Honda Fit

Best of the Best: The Top Used-Vehicle Choices

UNDER $10,000

COMPACT

Pontiac Vibe *2008-10*
Toyota Matrix *2008-10*

The Pontiac Vibe and its twin, the Toyota Matrix, are reliable and spacious compact hatchbacks. Both have fairly nimble handling, with rides that are borderline jittery. AWD was optional. ESC was standard in 2010.

SEDANS

Mazda6 *2009-11*

Mazda's midsized sedan is a sporty four-door, with nimble handling, good steering feel, and a supple ride. Reliability is excellent and the four-cylinder engine is fuel-efficient. ESC was standard starting in 2009.

$10,000-15,000

SUBCOMPACT

Honda Fit *2013*

Although it's a bit noisy, the Honda Fit is a standout for reliable, fuel-efficient transportation. Its flexible interior makes it a practical choice among subcompact cars.

COMPACT

Toyota Corolla *2012-15*

Dependable, fuel-efficient transportation is the Corolla's strength. There isn't anything flashy, but the interior is comfortable and roomy. ESC and curtain airbags were standard after 2010.

SEDANS

Acura TSX *2008-11*
Toyota Camry *2010-13*

You can stick to your budget and still get a reliable premium car if you choose the slick-handling TSX, which is a sporty car based on the European Honda Accord. The Camry is a solid choice because of its outstanding reliability, strong value, and fuel-efficient powertrains.

SMALL SUVs

Honda CR-V *2008-11*

This SUV is one of the most popular on the market, thanks to its strong resale value, agile handling, excellent reliability, and fuel-efficient powertrains. Curtain airbags and ESC are standard.

MIDSIZED SUVs

Acura RDX *2009-10*

The RDX has a host of standard safety features, including ESC, and side and head-protection air bags. The SUV is agile, but has a stiff ride. But reliability is very good.

$15,000-20,000

COMPACT

Toyota Prius *2014-15*

The Prius has always proved that you don't have to give up space or ride comfort to get stellar gas mileage—its 44 mpg overall is better than any vehicle that doesn't plug in.

2011 Lexus ES

SEDANS
Honda Accord *2013-15*
Lexus ES *2011-12*

With its cavernous backseat, Honda's typically responsive suspension, and impressive fuel efficiency, the Accord is a dependable choice among used sedans. If you want a bit more luxury for your money, the ES takes the platform of the reliable Toyota Camry and adds luxury appointments, road-trip-worthy front seats, and a quiet cabin.

SPORTY
Scion FR-S *2014-15*
Subaru BRZ *2014*

These rear-wheel-drive sports cars are fun-to-drive coupes with impressive agility and super-responsive handling. The cabins are relatively plain, and the ride can get stiff and tiring.

WAGONS
Toyota Venza *2010-12*

Part wagon, part SUV, the Venza has a quiet interior, a roomy rear seat, and a generous cargo area. Handling is secure, though not sporty. Reliability is rock-solid, making this a wise choice.

SUVs
Toyota RAV4 *2011-13*
Toyota 4Runner *2008-09*

These models are two different takes on SUVs. The RAV4 is available with four- and six-cylinder engines, both of which are very fuel-efficient. It is great for urban and suburban families, and its nimble, secure handling is a plus. On the other hand, the 4Runner is a serious off-roader with a well-finished and quiet interior, smooth V6 or V8 engine, and an available third-row seat.

$20,000-25,000

SEDANS
Toyota Avalon *2014-15*
Infiniti M *2013*
Lexus LS *2009-11*

For less than the price of a new sedan, you can buy one of these slightly older models. The Avalon features a generously sized cabin, luxury features, and an available hybrid powertrain for a non-luxury price. Infiniti's midsized M is plush, quiet, quick, and fun to drive. Fuel economy is decent, and a hybrid version is available. The LS is the flagship of the Lexus line, a competent cruiser that floats over bumps and ruts. It's supremely comfortable, emphasizing quietness and luxury over sportiness.

WAGONS
Toyota Prius V *2015-16*

Longer than a standard Prius, the V still returns excellent fuel economy despite its extra weight and larger size. It takes the attributes of the Prius and adds a roomier rear seat and expanded cargo capability.

2012 Toyota Tundra

SUVs
Mazda CX-5 *2016*
Toyota Highlander *2011-12*

Mazda's small SUV is one of the sportier offerings, with taut, agile handling and well-weighted steering. The ride is choppy and the cabin gets loud. Reliability is very good. The Highlander is a roomy three-row SUV available with four- and six-cylinder gas engines as well as V6-powered hybrid version. It has a quiet interior, room for seven, straightforward controls, and top-notch reliability.

PICKUPS
Honda Ridgeline *2011-12*

It isn't macho, but the Ridgeline is an excellent alternative to a full-sized pickup truck. It has a carlike ride, an innovative composite cargo bed, and a powerful V6. If you don't need to tow more than 5,000 pounds, consider buying the Ridgeline.

$25,000-30,000

SEDANS
Lexus CT 200h *2016*
Lexus GS *2013-14*

The Lexus CT is based on the Prius, but with a nicer interior and more responsive handling. Reliability is excellent, but the car is smaller than the Prius, particularly the rear seat and cargo area. The GS was transformed with its 2013 redesign: It became a true sports sedan yet had a supple ride. Its roomy, comfortable, and luxurious cabin is an excellent place to spend time as the miles tick by.

SUVs
Lexus RX *2013-14*
Toyota Sequoia *2011*

The RX offers a cabin that is quiet, comfortable, and luxurious; fuel-efficient gas and hybrid powertrains, and a plush ride. Reliability has been stellar. The big Sequoia SUV has seating for up to eight passengers and a refined V8 powertrain. Fuel economy is respectable for such a large SUV.

PICKUPS
Toyota Tundra *2012-13*

Among full-sized pickups, the Tundra is a reliable option. There's plenty of power from the V8 engine, off-road prowess and towing capability are impressive, and fuel economy is competitive. The damped tailgate is a nice convenience feature.

Reliable Used Cars for Every Budget

Here are the reliable 2008-17 models, so you can buy the newest used vehicle with the most up-to-date safety features. To help, we show the first year that each model offered electronic stability control (ESC). Models highlighted in green performed well in our testing when new and have multiple years of better-than-average reliability.

Make & Model	Prices					ESC ('08-17)	
	$5,000-$10,000	$10,000-$15,000	$15,000-$20,000	$20,000-$25,000	$25,000-$30,000	Optional in	Standard from
CARS: SUBCOMPACT							
Honda Fit	'09–12	'13	–	–	–	'09	'11
Hyundai Accent	'12	–	–	–	–	–	'12
Nissan Versa Hatchback	'11		–	–	–	'10	'12
Nissan Versa Note		'15	–	–	–	–	all
Scion iA	–	'16	–	–	–	–	all
Scion xD	'08	–	–	–	–	–	all
Toyota Prius C	–	'12–14	'15–16	–	–	–	all
Toyota Yaris	'10, '12	–	–	–	–	–	'10
CARS: COMPACT							
Ford C-Max	–	–	'15–16	–	–	–	all
Ford Focus	'09, '11					'09	'10
Honda Civic	'09–11	'12–13	'14–15	–	–	'09	'12
Hyundai Elantra	'08–09	'14, '16	'17	–	–	'08	'11
Kia Forte	'10–11, '13	'14–16	–	–	–	–	all
Kia Soul	'10–12	'13–15	'16	–	–	–	all
Mazda3	'09–12	'13–14	'15–17	–	–	'08	'11
Nissan Leaf	'11	'13–14	'15	'16	–	–	all
Pontiac Vibe	'08–10	–	–	–	–	'08	'09
Scion iM	–	–	'16	–	–	–	all
Scion xB	'08–12	–	'15	–	–	–	all
Subaru Impreza	–	–	'14–16	–	–	'08	'09
Toyota Corolla	'08–11	'12–15	'16–17	–	–	'08	'10
Toyota Matrix	'08–10	–	–	–	–	'08	'10
Toyota Prius	'08–09	'10–13	'14–15	'16	'17	'08	'10
CARS: MIDSIZED AND LARGE							
Chevrolet Impala	–	–	–	'15–17	–	'08	'10
Ford Fusion	'09–10	'12, '14	'15–16	–	–	'09	'10
Ford Taurus	'09	'10–13	'14	'16	–	'08	'09
Honda Accord	'08–09	'10–12	'13–15	'16–17	–	–	all
Hyundai Azera	–	'12	'13–15	'16	–	–	all
Hyundai Sonata	'08–09	'13	'15, '17	–	–	–	all
Kia Cadenza	–	–	'14	'15	–	–	all
Kia Optima	'09	–	'14–15	'17	–	–	all
Mazda6	'09–11	'12–13	'14–15	'16–17	–	'08	'09
Mercury Milan	'09–10	–	–	–	–	'09	'10
Nissan Altima	'10–11	'12	–	'16–17	–	'08	'10

Make & Model	Prices					ESC ('08-17)	
	$5,000-$10,000	$10,000-$15,000	$15,000-$20,000	$20,000-$25,000	$25,000-$30,000	Optional in	Standard from
CARS: MIDSIZED AND LARGE *Continued*							
Nissan Maxima	–	'10, '12	–	–	–	'08	'09
Subaru Legacy	'10	'11–13	'14, '16	–	–	'08	'09
Toyota Avalon	–	'08–11	'12–13	'14–15	'16–17	'08	'09
Toyota Camry	'08–09	'10–13	'14–15	'16–17	–	'08	'10
Volkswagen Passat	–	–	'16	'17	–	–	all
CARS: LUXURY							
Acura ILX	–	–	'13–14	–	–	–	all
Acura TL	–	'08–10	'13	–	–	–	all
Acura TSX	–	'08–11	'12–14	–	–	–	all
Audi A4	–	–	'13	–	–	–	all
Audi A6	–	–	–	'13	'15	–	all
BMW 3 Series	–	–	–	–	'15–16	–	all
BMW 5 Series	–	–	–	–	'14	–	all
Buick LaCrosse	–	'13	'14	'15–16	–	–	all
Buick Regal	–	–	'15–16	–	–	–	all
Buick Verano	–	'12	'14	–	–	–	all
Hyundai Genesis	–	'09	'13–14	–	–	–	all
Infiniti G	–	'08–10	'11, '13		–	–	all
Infiniti Q40	–			'15	–	–	all
Infiniti M	–	'08	'11	'13	–	–	all
Lexus CT 200h	–	'11	'12–13	'14–15	'16	–	all
Lexus ES	–	'08–10	'11–12	'13–14	'15	–	all
Lexus GS	–	'08	'10–11	–	'13–14	–	all
Lexus HS	–	'10, '12	–	–	–	–	all
Lexus IS	–	'08–09	'10–12	'13	'14–15	–	all
Lexus LS	–	–	'08	'09–11	'12	–	all
Lincoln MKS	–	'09, '11	'13	–	–	–	all
Lincoln MKZ	'08–10	'12	–	'15	–	–	all
Mercedes-Benz C-Class	–	'08, '11	–	'14	–	–	all
Mercedes-Benz E-Class	–	–	'10–11	'12–13	–	–	all
Volvo S60	'08	–	'13	–	'16	–	all
SPORTS CARS/CONVERTIBLES							
Audi A5	–	–	–	'13	'14	–	all
BMW 2 Series	–	–	–	–	'15–16	–	all
Chevrolet Camaro	–	–	'11–12	'15	–	–	'10

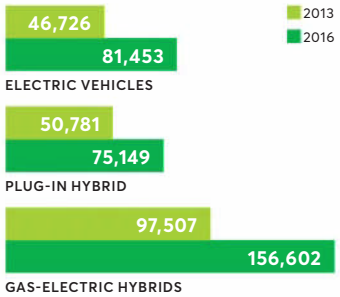
Toyota Corolla

Make & Model	Prices					ESC ('08-17)	
	$5,000-$10,000	$10,000-$15,000	$15,000-$20,000	$20,000-$25,000	$25,000-$30,000	Optional in	Standard from
SPORTS CARS/CONVERTIBLES *Continued*							
Chevrolet Corvette	–	–	–	'08	'09	–	all
Ford Mustang	–	'08–09	–	–	–	–	all
Mazda MX-5 Miata	'08	'10–13	'14	–	–	'08	'12
Scion FR-S	–	–	'14–15	'16	–	–	all
Subaru BRZ	–	–	'14	'15–16	–	–	all
Subaru WRX/STi	–	–	–	–	'16–17	–	all
Toyota Camry Solara	'08	–	–	–	–	–	all
WAGONS AND MINIVANS							
Audi Allroad	–	–	–	–	'13	–	all
Honda Accord Crosstour	–	'10–11			–	–	all
Honda Crosstour	–	'12	'13–14	'15	–	–	all
Honda Odyssey	–	'09	–	–	'15	–	all
Kia Rondo	'08–09	–	–	–	–	–	all
Kia Sedona	–	–	–	'15–16	–	–	all
Mazda5	–	'13	'15	–	–	–	'10
Nissan Quest	–	–	–	'13	–	–	all
Subaru Outback	–	'10–12	'14	–	'17	'08	'09
Toyota Prius V	–	'12	'13–14	'15–16	'17	–	all
Toyota Sienna	–	'09–10	'11	'12–14	'15–16	–	all
Toyota Venza	–	'09	'10–12	'13–14	'15	–	all
Volvo XC70	–	'09	'11	'13	'14	–	all
SUVs: SMALL							
Buick Encore	–	–	–	'15–16	'17	–	all
Chevrolet Trax	–	–	'15–16	–	–	–	all
Honda CR-V	–	'08–11	'12–14	'15–16	'17	–	all
Honda Element	–	'08–10	'11	–	–	–	all
Honda HR-V	–	–	–	'16	–	–	all
Hyundai Tucson	–	'10–12	'13–15	–	–	–	all
Kia Sportage	'09	'12	'14	'16	–	–	all
Mazda CX-3	–	–	–	'16	–	–	all
Mazda CX-5	–	–	'13–15	'16	–	–	all
Mazda CX-7	'10	'11	–	–	–	–	all
Mitsubishi Outlander	'09–10	'11–12	'14–16	–	–	–	all
Nissan Juke	–	–	'13–14	–	–	–	all
Nissan Rogue	'09	'10–11, '13	–	'17	–	–	all

Subaru XV Crosstrek

Make & Model	Prices					ESC ('08-17)	
	$5,000-$10,000	$10,000-$15,000	$15,000-$20,000	$20,000-$25,000	$25,000-$30,000	Optional in	Standard from
SUVs: SMALL *Continued*							
Subaru Forester	–	–	'13	'15–16	'17	'08	'09
Subaru XV/Crosstrek	–	–	–	'15–17	–	–	all
Toyota RAV4	–	'08–10	'11–13	'14–16	'17	–	all
SUVs: MIDSIZED AND LARGE							
Acura MDX	–	'08	'09–11	'12	'13–14	–	all
Acura RDX	–	'09–10	'12	'13	'14–15	–	all
Chevrolet Equinox	–	–	'13–14	'15–16	'17	–	all
GMC Terrain	–	–	'13	'14–15	'16–17	–	all
Ford Edge	–	'10	–	'14	–	–	all
Ford Taurus X	–	'09	–	–	–	–	all
Honda Pilot	–	'08	'12	'13–14	–	–	all
Hyundai Santa Fe Sport	–	–	'14	'15–17	–	–	all
Infiniti EX	–	'08, '10	–	–	–	–	all
Kia Sorento	–	–	'13	'15	'16	–	all
Lexus GX	–	–	'08	'10–11	'12	–	all
Lexus RX	–	'08	'09–10	'11–12	'13–14	–	all
Lincoln MKX	–	'10	–	'13	'15	–	all
Mercedes-Benz GLK-Class	–	–	'10–11	'12–13	–	–	all
Nissan Murano	–	'11	'12–13	–	–	'08	'09
Nissan Xterra	'08	'10–11	–	'14–15	–	–	all
Toyota 4Runner	–	–	'08–09	'10–11	'12–13	–	all
Toyota Highlander	–	–	'08–10	'11–12	'13	–	all
Toyota Sequoia	–	–	'08	'10	'11	–	all
PICKUP TRUCKS							
Chevrolet Avalanche	–	–	'08	–	'12	'08	'10
Chevrolet Colorado	–	'09–10	'12	–	–	–	'09
Chevrolet Silverado 2500HD	–	–	–	'09	'10	'09	'11
GMC Canyon	–	'09	'10	'12	–	–	'09
GMC Sierra 2500HD	–	–	–	'09	'10	'09	'11
Honda Ridgeline	–	–	'08–10	'11–12	'13–14	–	all
Nissan Frontier	–	'08	'09–10	'11–13	'14, '16	'08	'12
Toyota Tacoma	–	–	'08–10	'11–13	'14–15	'08	'09
Toyota Tundra	–	–	'08	'10–11	'12–13	'08	'09

SALES OF ALTERNATIVE-FUEL VEHICLES IN 2013 AND 2016.



Cars That Stretch Fuel Economy

Fuel-economy results for more than 800 vehicles, plus our guide to hybrid, electric, and diesel vehicles.

Here is one thing to count on with fuel prices: They are incredibly inconsistent, moving from a national average of over $3.50 per gallon in 2012, down to $2.30 to $2.60 per gallon today. Still, fuel economy remains an important buying consideration. Most owners will experience at least one up and down fuel-price cycle during their ownership period. Fortunately, plenty of vehicles provide good mileage while demanding few sacrifices.

PHOTO: GETTY IMAGES

Saving Gas=Saving Cash

This chapter will guide you to the most fuel-efficient cars and answer questions about fuel choices. It's easy to see how much you can save by driving a more fuel-efficient vehicle.

If you are interested in the overall fuel economy and performance data for the more than 800 vehicles we've tested since 2006, turn to the charts starting on page 39.

Throughout the chapter, you'll find advice on various fuel-economy concerns, such as how driving affects your gas mileage, why you might not be getting the miles per gallon you expect, and the pros and cons of hybrids, diesels, and alternative-fuel vehicles.

Compare MPG

Once you have decided on the type of vehicle that best suits your needs, it's time to focus on fuel economy. The difference between two vehicles separated by just 5 mpg can be substantial.

For example, assuming gas costs $2.60 per gallon and you drive the national average of 12,000 miles per year, look at two midsized, three-row SUVs: the V8-powered 2011 Dodge Durango and the 2012 Honda Pilot, which comes with a V6. The eight-passenger Pilot got 18 mpg overall in our fuel-economy tests, saving you almost $500 per year over with the 14-mpg Durango. If you drive more miles or gas prices rise, the savings are even greater.

And it's not just SUVs. If you bought a 2011 four-cylinder Hyundai Sonata, which gets 27 mpg overall, instead of the V6-powered Chevrolet Impala that gets 20 mpg, you could save just over $400 per year in fuel costs.

Switching categories might save you even more money. For example, a 24-mpg Mazda5 wagon has more passenger and cargo space than a 16-mpg Subaru Tribeca SUV. Choosing the Mazda5 could save you $650 per year in fuel. For more fuel economy from CR's tests, turn to page 39.

After you've narrowed down your choices, turn to page 36 to see how much money you could save annually by choosing one model over another.

Fuel Economy: Closer to Reality

Whichever type of vehicle you buy, the estimated fuel-economy ratings will help you choose the most efficient vehicle to meet your needs. But bear in mind that your mileage will vary, especially with a used car, based on how you drive and how the car has been maintained.

Where you live makes a difference, too. If your daily commute takes you up and down lots of hills, you'll use more fuel than commuting on flatter terrain. And if you live in the heart of a city or spend a lot of your highway time in stop-and-go traffic, you'll get worse fuel economy than our overall average predicts. Use our fuel-economy ratings, or those from the government, for a general comparison.

At times the Environmental Protection Agency overhauls its method for estimating fuel economy. The changes for the 2008 model year resulted in estimates about 12 percent lower than they were for 2007. The EPA recently performed another change for the 2017 model year. To compare EPA fuel-economy ratings, go to fueleconomy.gov/feg/findacar.htm.

Though the government uses laboratory tests to determine fuel economy, we test on real roads with real drivers using cars we bought at dealerships.

As you compare the fuel economy of different vehicles, be sure to check the required grade of gasoline. A model that gets similar, or even slightly better, gas mileage than another may not be a bargain if it requires premium fuel.

Premium gas usually sells for about 20 cents per gallon more than regular. So buying a car that doesn't require premium can bring a small savings. While both the 2013 BMW X5 and the Jeep Grand Cherokee V6 return 18 mpg overall, the X5 requires premium fuel, which means fuel costs will run about $133 more annually than for the Grand Cherokee.

Sports and luxury cars designed to run on premium gas usually have higher-performance engines. These use a higher compression ratio, which generates more heat in the cylinders.

That makes them more prone to early detonation of the fuel/air mixture, known as "knocking" or "pinging." Premium gas, which has an octane rating of 91 or higher, is less volatile than regular, and thus more resistant to premature combustion than lower-octane gas. Using premium in an engine that doesn't require it, however, doesn't improve

Some hybrids will cost you more to own than a conventional vehicle no matter what the price of gas is.

PHOTO: GETTY IMAGES

performance and is a waste of money.

Be sure to check the owner's manual. If premium is recommended but not required, you can run on regular gasoline without problems because the engine's electronic controls compensate by reducing power. We've found the difference in performance is imperceptible in normal, everyday driving.

Hybrids, Diesels, and Electrics

Buyers continue to show an interest in hybrids and diesels, even with the currently low fuel prices. Both hybrids and diesels usually deliver fuel economy that is among the best in their class. Some models pay for themselves at the pump—and in overall owner costs—during a typical 11-year ownership cycle. But that payoff period becomes shorter when fuel prices are higher.

When buying a used hybrid or diesel, you'll pay a premium because these vehicles often have lower depreciation. Fuel costs can be significantly lower than their closest conventional counterparts, so it can be difficult for buyers to know whether they will recoup the extra investment.

Buying a used hybrid vehicle such as the Ford Escape Hybrid, Ford Fusion Hybrid, Honda Civic Hybrid, Toyota Camry Hybrid, or Toyota Prius can save you money even when fuel is cheap, as long as you keep the car a few years.

Some hybrids, however, will cost you more to own than a conventional equivalent at any gas price on record. For example, a Lexus RX 450h gets just 5 mpg better fuel economy than the conventional RX 350, not enough of a savings with current fuel prices to pay off the difference in vehicle price. Likewise, at current fuel prices, you wouldn't come out ahead anytime soon by buying the 32-mpg Nissan Altima Hybrid over the regular Altima 2.5 S, which gets 25 mpg overall.

Hybrid Longevity: Should You Worry?

Based on data from our Annual Auto Survey, we've found that the Toyota Prius hybrid has outstanding reliability and low ownership costs. But we wanted to know whether the effectiveness of the battery degraded over the long run.

In order to determine whether battery degradation had an impact on fuel economy, in 2011 we tested a 2004 Prius with almost 215,000 miles on it. We then compared the results with a nearly identical 2004 Prius that we tested when new. In addition to having the original battery, the retested 2004 Prius had the original engine as well as the original transmission.

The results? Overall fuel economy dropped to 42 mpg for the 215,000-mile car compared with 44 mpg back in 2004. Highway mileage dipped to 47.9 mpg, from 50.4 back in 2004. City mileage dropped to 32.2 mpg compared with the original car's 35.4 mpg.

If the battery of this 215k-mile car had to be replaced, it would cost between $2,200 and $2,600 from a dealer, after receiving a "core credit" for the old battery pack that is being replaced.

But there is no need to spend that much. In our searches, we found many low-mile used batteries for sale at prices between $500 and $1,000, and some remanufactured batteries for as low as $1,100.

Diesel Struggles: An Ongoing Battle

Diesel passenger cars have faced an uphill struggle in the U.S. Initially, there was the perception that diesels were loud, clattering powerhouses with lousy acceleration and an oily smell. But modern technology has made today's diesels peppy and unobtrusive. They are quicker and quieter than their predecessors because of turbocharging, ultra-precise, high-pressure "common rail" fuel injection, and better exhaust-system catalysts. In our recent tests, many new diesel vehicles didn't exhibit the historical diesel trade-offs.

The second part of the diesel struggle was inflicted by Volkswagen, the company that strongly promoted diesel as a "clean" alternative to gasoline and

Pricey Differences

The Jeep and BMW get 18 mpg overall, but the BMW runs on premium gas. Choosing the Hyundai over the Chevy can save you $360 per year in fuel*.

2013 Jeep Grand Cherokee (V6)
18 mpg Overall

2013 BMW X5
18 mpg Overall

2009 Hyundai Sonata (4-cyl.)
26 mpg Overall

2009 Chevrolet Impala (V6)
20 mpg Overall

*Assuming you drive 12,000 miles per year. Regular gas is $2.60 per gallon.

hybrids and later found to be cheating on emissions.

Without advanced emissions controls, diesels can emit higher levels of two hard-to-manage pollutants: oxides of nitrogen (NOx), which form smog and contribute to acid rain, and particulates (soot), which have been linked to respiratory problems.

In late September 2015, the Environmental Protection Agency and the California Air Resources Board announced that Volkswagen had been cheating on its diesel emissions controls.

VW admitted to circumventing the emissions control system in about 482,000 2.0-liter TDI diesel vehicles sold in the U.S. since 2008. They had nitrogen oxide levels 10 to 40 times higher than the federal standard, according to the EPA. And in November 2015, the EPA notified Volkswagen about violations with its 3.0-liter V6 diesel engine. This involved model years 2009 through 2016, and includes about 85,000 vehicles.

Volkswagen (and its Audi and Porsche brands) subsequently stopped selling diesels. Volkswagen has said it does not have plans to bring any more diesels to the U.S. market, and it will instead focus on electrification. It's unclear as to how much of a black mark the emissions scandal has given diesels overall.

Owners were able to sell their VW diesels back to Volkswagen or choose to have the vehicles fixed. Volkswagen was also allowed to fix the cars that they buy back and resell them.

However, if you still have your heart set on owning a diesel-powered vehicle, you can buy used cars and SUVs from BMW and Mercedes-Benz, and used SUVs and pickup trucks from FCA's Jeep and RAM brands.

Electric Vehicles: More Mainstream Every Year

The biggest news has been about battery electric vehicles (EVs) and plug-in hybrids. Most automakers offered, or planned to offer, such models, but sales were never as robust as the government anticipated when it set a goal of getting 1 million EVs on the road by 2016.

EVs allow drivers to commute moderate distances using no gasoline and producing no tailpipe emissions. They can be charged by plugging them into a household wall outlet, although how long it takes to recharge depends on the vehicle and the electrical voltage.

Used EVs are available from Audi, BMW, Cadillac, Chevrolet, Fiat, Ford, Honda, Hyundai, Kia,

See How Much You Can Save

THIS CHART CAN help you determine your annual fuel savings by choosing a more fuel-efficient vehicle. To compare two vehicles CR has tested, first look up their overall mpg in the charts starting on page 39. Then find the overall mpg figure for one vehicle on one axis of this chart, and the mpg for the other vehicle on the other axis. The box where the two intersect shows how much money you'd save per year, assuming you drive 12,000 miles per year and gasoline costs $2.60 per gallon. Higher fuel prices would mean greater savings. A vehicle that uses regular fuel will save you even more compared with one that runs on premium.

MPG	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44
12	$0	$371	$650	$867	$1,040	$1,182	$1,300	$1,400	$1,486	$1,560	$1,625	$1,682	$1,733	$1,779	$1,820	$1,857	$1,891
14	$371	$0	$279	$495	$669	$810	$929	$1,029	$1,114	$1,189	$1,254	$1,311	$1,362	$1,408	$1,449	$1,486	$1,519
16	$650	$279	$0	$217	$390	$532	$650	$750	$836	$910	$975	$1,032	$1,083	$1,129	$1,170	$1,207	$1,241
18	$867	$495	$217	$0	$173	$315	$433	$533	$619	$693	$758	$816	$867	$912	$953	$990	$1,024
20	$1,040	$669	$390	$173	$0	$142	$260	$360	$446	$520	$585	$642	$693	$739	$780	$817	$851
22	$1,182	$810	$532	$315	$142	$0	$118	$218	$304	$378	$443	$501	$552	$597	$638	$675	$709
24	$1,300	$929	$650	$433	$260	$118	$0	$100	$186	$260	$325	$382	$433	$479	$520	$557	$591
26	$1,400	$1,029	$750	$533	$360	$218	$100	$0	$86	$160	$225	$282	$333	$379	$420	$457	$491
28	$1,486	$1,114	$836	$619	$446	$304	$186	$86	$0	$74	$139	$197	$248	$293	$334	$371	$405
30	$1,560	$1,189	$910	$693	$520	$378	$260	$160	$74	$0	$65	$122	$173	$219	$260	$297	$331
32	$1,625	$1,254	$975	$758	$585	$443	$325	$225	$139	$65	$0	$57	$108	$154	$195	$232	$266
34	$1,682	$1,311	$1,032	$816	$642	$501	$382	$282	$197	$122	$57	$0	$51	$97	$138	$175	$209
36	$1,733	$1,362	$1,083	$867	$693	$552	$433	$333	$248	$173	$108	$51	$0	$46	$87	$124	$158
38	$1,779	$1,408	$1,129	$912	$739	$597	$479	$379	$293	$219	$154	$97	$46	$0	$41	$78	$112
40	$1,820	$1,449	$1,170	$953	$780	$638	$520	$420	$334	$260	$195	$138	$87	$41	$0	$37	$71
42	$1,857	$1,486	$1,207	$990	$817	$675	$557	$457	$371	$297	$232	$175	$124	$78	$37	$0	$34
44	$1,891	$1,519	$1,241	$1,024	$851	$709	$591	$491	$405	$331	$266	$209	$158	$112	$71	$34	$0

Tips to Get the Most MPG

HOW YOU DRIVE can significantly affect your fuel economy. That's the key finding of CR's fuel-economy tests. On the highway, keeping your speed down, driving steadily, and not carrying items on the roof are key to cutting fuel bills. In city and stop-and-go conditions, driving smoothly and with the engine warmed up make the greatest difference.

We conducted a series of tests using four-cylinder versions of the Honda Accord, Subaru Forester, and Toyota Camry sedans, and a V8-powered Mercury Mountaineer SUV.

We tested the effects of driving aggressively, carrying a car-top storage box, driving at faster and slower speeds on the highway, and driving with a cold engine, underinflated tires, and a dirty air cleaner.

Of course, the biggest factor is vehicle choice. Even when we simultaneously committed a number of fuel-economy faux pas in the Camry, it still got better fuel economy than the Mountaineer did at its best.

Most Impact

Minimize driving with a cold engine. Engines run most efficiently when they're warm. In our city-driving tests, making multiple short trips and starting the engine from cold reduced fuel economy for both the Camry and the Mountaineer. Engines also produce more pollution and wear faster when cold. To minimize cold-engine driving, combine short trips so that the engine stays warm.

Reduce unnecessary drag. At highway speeds, more than 50 percent of engine power goes to overcoming aerodynamic drag. Don't add to that by carrying unneeded things on the roof. After installing a large car-top carrier, we saw a 6 mpg drop on the Camry, from 35 mpg to 29; the boxier Mountaineer went from 21 mpg to 20.

PHOTO: TRACEY KROLL

We also installed a bike rack on a 2013 Honda Accord and evaluated the highway fuel economy at 65 mph in various configurations. Without a rack, we got 42 mpg; with the empty rack, mileage dropped to 37 mpg; with an empty rack and a wind deflector installed, we got 35 mpg; with two bikes and the deflector, it dropped down to 27 mpg.

Slow down. The faster you drive on the highway, aerodynamic drag increases exponentially. We tested our vehicles' fuel economy at 55, 65, and 75 mph. Driving at 75 mph instead of 65 reduced the Camry's gas mileage from 35 mpg to 30. For the Mercury, fuel economy fell from 21 mpg to 18. Slowing down to 55 mph improved the gas mileage by similar margins: The Camry improved to 40 mpg and the Mountaineer to 24 mpg.

Some Impact

Drive smoothly. In our tests, frequent bursts of acceleration and braking reduced the Camry's mileage by 2 to 3 mpg and the Mountaineer's by about 1 mpg. The harder you accelerate, the more fuel you use. Unnecessary braking wastes the fuel you used to get up to speed. Drive smoothly and anticipate the movement of traffic. Once up to highway speed, maintain a steady pace in top gear. Smooth acceleration, cornering, and braking also extend the life of the engine, transmission, brakes, and tires.

Use air conditioning if you must. We tested the effects of using air conditioning vs. opening the windows at various temperatures. At the relatively low temperature of 55° F, we found that the effects of running the A/C were minimal. But on an 85° F day, running the A/C reduced fuel economy by as much as 5 mpg on the highway. We conducted this test on various car types and found that the car also makes a difference. The A/C cut our Forester's mileage by only about 1 mpg on the highway and about 2 mpg in town. But the effect on our Accord was much greater. In any case, the A/C helps dehumidify the cabin, which can contribute to keeping the driver alert and safe. We think that's a worthwhile trade-off.

Little Impact

Keep tires inflated. Our tests show that driving on moderately underinflated tires is more of a safety concern than a fuel-economy concern. We set the air pressure in all four tires in both the Camry and Mountaineer to 10 psi below that recommended by the auto manufacturer. This reduced highway mileage only slightly for both vehicles.

But more importantly, underinflated tires provide much less grip for turning and stopping, and they run much hotter. Overheated tires wear faster and can lead to a blowout. Check the pressure of your vehicle's tires at least once per month, when the tires are cold. Also check the tires before and after long road trips. The recommended tire pressure is found on a label inside the car—usually in a doorjamb, inside the glove-box lid, or inside the fuel-filler lid.

Keep your air filter clean. We found that driving with a dirty air filter in modern engines didn't have a significant impact. We drove both vehicles with their air cleaners restricted and found little difference in mileage, because today's engines precisely control the air/fuel ratio, based on the volume of air coming in through the filter. Both cars did accelerate much more slowly, however.

Mercedes-Benz, Mitsubishi, Nissan, Smart, Tesla, Toyota, and Volkswagen.

The Chevrolet Volt and Toyota Prius Prime plug-in hybrids offer a bridge between fully electric vehicles and hybrids by being able to run only on electricity, and then switching to gas/electric hybrid operation once the battery depletes.

More importantly, EVs require basic changes in driving habits and often some hefty household electrical work. Outside of the Chevrolet Bolt and Tesla Model S and X, which have a range of between 180 and 250 miles on a single charge, EVs have a limited driving range. They all can take hours to recharge on a household outlet and cost more to buy than similar conventional cars.

Battery life expectancy and replacement cost remain question marks, and the public charging infrastructure is still limited.

Only Tesla cars and SUVs can use its proprietary, high-power supercharger network.

Before You Buy: Things to Consider

Answer these questions to determine whether an EV is right for you:

■ **How far do you drive?** If you will be using the car for running local errands or you have a short commute, say 20 to 30 miles each way, the Nissan Leaf would probably fit your needs. With an extended-range EV like the Volt or BMW i3, distance is not such a limiting factor. Of course, if you can plug in while you're away from home, you'll extend your electric-driving range and fuel-cost savings. Longer trips aren't an EV's strength.

Keep in mind that a car's electric range can vary significantly depending on weather and driving style. Our Tesla Model S and X usually give us about 225 miles per charge. But in cold weather that drops to 185. We've also found that using the heater in cold weather is a big drain on the battery range.

■ **Will an EV save you money?** Because EVs don't have an engine or conventional transmission, they generally have lower maintenance costs, which should save money over time. Depending on your local electricity rates and what you currently drive, running an EV should cost less than filling up with gas.

Electricity costs an average of 12 cents per kilowatt-hour in the U.S. Most EVs run for about 3 miles per kWh, which works out to about 4 cents per mile.

With regular gas costing about $2.45 per gallon, a car such as the Toyota Corolla, which gets a very good 32 mpg overall, would cost about 8 cents per mile for fuel. But electrical rates vary widely, so check your local rates.

No one knows how long the newer lithium-ion batteries will last before they'll need replacement. And there's no track record with which to gauge them, as there is with the nickel-metal-hydride batteries in today's hybrids. The Leaf and Volt carry 8-year/100,000-mile warranties on their battery packs and related hardware—and some states mandate longer warranties. But EVs don't require routine maintenance for oil changes, or replacement fans, belts, or spark plugs, like gas-powered cars do.

■ **How you can charge at home.** You can charge an EV at any household outlet, but you may be hard-pressed to charge a dedicated EV overnight on a 120-volt outlet (known as Level 1 charging). A heavy-duty 240-volt outlet (Level 2 charging) on a dedicated 30- or 40-amp circuit, similar to an outlet for an electric clothes dryer, is more practical.

Installing a 240-volt connector runs an estimated $700 to $2,000, depending on the home's existing wiring and location of the outlet. Level 2 chargers are currently retailing for about $1,000, but prices have been coming down.

■ **What will you pay for charging?** Many utilities offer a wide variety of rate plans, so it's important to find out which will work for you. High electric rates can erode an EV's savings over a gas car. For example, at our track in Connecticut, electricity is about 19 cents per kWh. Even at that rate, electric cars cost only one-half to two-thirds as much to drive per mile as the most efficient gasoline-powered cars.

Off-peak electricity rates are lower in some areas of the country because you're taking advantage of the excess capacity that power plants have at night. In Detroit, for example, charging off-peak in the summer would cost 5.65 cents per kWh, or about 50 cents for a full charge, less than half what it costs during summer peak hours.

Buyers who live in California, where EVs and public chargers are more plentiful, need to be especially careful when choosing a plan. That state's Public Utilities Commission has set caps on usage for the lowest rates in basic plans. So unless you choose an appropriate plan, charging an electric car can quickly kick you into a higher price bracket.

Almost every electric utility has developed, or is developing, special rates for electric cars and for off-peak charging. But such rate plans require the installation of "smart" meters, which can monitor the time of day when electricity is used. So it's best to call your utility company before you buy an electric car.

PHOTO: GETTY IMAGES

2008-2017 CR Fuel-Economy and Road-Test Data

These charts show the overall fuel-economy, acceleration, and braking test results for more than 800 vehicles. **Trans.** is the transmission type (AT=automatic, MT=manual, CVT=continuously variable, Seq=sequential, D=direct drive) and number of speeds as tested. **HP** is the horsepower of the engine tested. **Engine** is the configuration (T=turbo, SC=supercharged, TD=turbodiesel, L=liters). **CR's overall mpg** is the miles per gallon from CR's real-world fuel-economy tests. For electric cars (identified with *) the mpg equivalent is listed. Plug-in hybrids (identified with **) list a mileage figure that is a combination of electric and gas. **0-60 mph acceleration** is determined by starting from a standstill with the engine idling. **Braking** is the distance in feet that a vehicle took to stop from 60 mph on dry pavement without any of the wheels locking up.

Model-Year Range	Tested Model	Trans.	HP	Engine	CR's overall mpg	Acceleration 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
2012–2015	Acura ILX 2.0 L	5 AT	150	2.0 L 4	28	9.4	136
2016–2017	Acura ILX Premium	seq 8	201	2.4 L 4	28	7.5	132
2008–2009	Acura MDX	5 AT	305	3.7 L V6	17	8.0	134
2010–2013	Acura MDX	6 AT	300	3.7 L V6	18	7.3	126
2014–2015	Acura MDX Tech	6 AT	290	3.5 L V6	20	7.2	136
2016–2017	Acura MDX Tech	9 AT	290	3.5 L V6	21	6.8	135
2008–2012	Acura RDX	5 AT	240	2.3 L 4 T	18	7.4	133
2013–2017	Acura RDX	6 AT	273	3.5 L V6	22	6.6	132
2009–2012	Acura RL	5 AT	300	3.7 L V6	19	6.9	131
2014–2017	Acura RLX Tech	6 AT	310	3.5 L V6	23	6.5	128
2008	Acura TL	5 AT	270	3.2 L V6	23	6.7	130
2009–2011	Acura TL	5 AT	280	3.5 L V6	23	6.8	128
2012–2014	Acura TL	6 AT	280	3.5 L V6	24	6.8	131
2015–2017	Acura TLX (4-cyl.)	seq 8	206	2.4 L 4	27	7.4	129
2015–2017	Acura TLX (V6)	9 AT	290	3.5 L V6	25	6.5	129
2008	Acura TSX	5 AT	200	2.4 L 4	23	9.2	136
2009–2014	Acura TSX	5 AT	201	2.4 L 4	25	8.3	138
2017	Alfa Romeo Giulia Ti	8 AT	280	2.0 L 4 T	27	6.7	136
2008–2014	Audi A3 2.0T	seq 6	200	2.0 L 4 T	25	7.3	134
2015–2016	Audi A3 (1.8T)	seq 6	170	1.8 L 4 T	27	8.3	124
2008	Audi A4 S4	6 MT	340	4.2 L V8	20	5.3	124
2008	Audi A4 2.0T	6 AT	200	2.0 L 4 T	23	8.3	130
2009–2010	Audi A4 2.0T	6 AT	211	2.0 L 4 T	22	7.3	128
2011–2016	Audi A4 Premium	8 AT	211	2.0 L 4 T	25	7.2	140
2017	Audi A4 Premium Plus	seq 7	252	2.0 L 4 T	27	6.3	135
2010	Audi A5 Premium Plus conv.	6 AT	211	2.0 L 4 T	22	8.0	134
2008	Audi A6 3.2	6 AT	255	3.2 L V6	21	7.7	129
2009–2011	Audi A6 3.0T Premium	6 AT	300	3.0 L V6 SC	20	5.7	133
2012–2017	Audi A6 Premium Plus	8 AT	310	3.0 L V6 SC	22	5.7	132
2015	Audi A7 3.0 TDI	8 AT	240	3.0 L V6 TD	28	6.6	129
2008–2010	Audi A8 L	6 AT	330	4.2 L V8	17	7.6	131
2011–2012	Audi A8 L	8 AT	372	4.2 L V8	21	5.5	126
2013–2016	Audi Allroad Premium	8 AT	211	2.0 L 4 T	22	8.1	131
2015–2017	Audi Q3	6 AT	200	2.0 L 4 T	22	8.4	132
2009–2011	Audi Q5	6 AT	270	3.2 L V6	19	7.1	130
2012–2017	Audi Q5 Premium Plus	8 AT	211	2.0 L 4 T	21	7.9	130
2008–2010	Audi Q7 3.6	6 AT	280	3.6 L V6	17	8.9	140
2008–2010	Audi Q7 4.2	6 AT	350	4.2 L V8	15	8.2	138
2017	Audi Q7 Premium Plus	8 AT	333	3.0 L V6 SC	20	6.7	127
2011–2015	Audi TT Premium Plus	seq 6	211	2.0 L 4 T	25	6.7	120
2016–2017	Audi TT 2.0T	seq 6	220	2.0 L 4 T	26	6.3	113
2008–2013	BMW 135i	6 MT	300	3.0 L 6 T	23	5.2	119
2014–2016	BMW M235i	6 MT	320	3.0 L 6 T	25	5.2	115
2008–2012	BMW 328i conv.	6 AT	230	3.0 L 6	21	7.8	134
2008–2011	BMW 328i	6 AT	230	3.0 L 6	23	6.9	130
2012–2016	BMW 328i	8 AT	240	2.0 L 4 T	28	6.3	132
2009–2011	BMW 335d	6 AT	265	3.0 L 6 TD	28	6.7	134
2014–2017	BMW 328d xDrive	8 AT	180	2.0 L 4 TD	35	8.5	132
2017	BMW 330i xDrive	8 AT	248	2.0 L 4 T	26	6.9	129
2008–2010	BMW 535i	6 AT	300	3.0 L 6 T	22	5.8	138
2011–2016	BMW 535i	8 AT	300	3.0 L 6 T	23	6.1	137
2017	BMW 530i xDrive	8 AT	248	2.0 L 4 T	26	7.2	130
2008–2010	BMW 650i	6 AT	360	4.8 L V8	19	5.6	122
2009–2012	BMW 750Li	6 AT	400	4.4 L V8 T	18	5.7	126
2016–2017	BMW 750i xDrive	8 AT	445	4.4 L V8 T	21	5.3	131
2014–2017	BMW i3 Giga	1 D	170	1.3 L 2 +E	139*	7.5	131
2013–2015	BMW X1 xDrive28i	8 AT	240	2.0 L 4 T	23	6.8	133
2016–2017	BMW X1 xDrive28i	8 AT	228	2.0 L 4 T	26	7.9	134
2008–2010	BMW X3 3.0si	6 AT	260	3.0 L 6	19	7.9	129
2011–2012	BMW X3 xDrive28i	8 AT	240	3.0 L 6	22	7.2	134
2013–2017	BMW X3 xDrive28i	8 AT	240	2.0 L 4 T	23	7.3	130
2008–2010	BMW X5 3.0si	6 AT	260	3.0 L 6	17	8.6	130
2009–2013	BMW X5 xDrive35d	6 AT	265	3.0 L 6 TD	22	8.3	130
2011–2013	BMW X5 xDrive35i Prem.	8 AT	300	3.0 L 6 T	18	7.0	131
2014–2017	BMW X5 xDrive35i	8 AT	300	3.0 L 6 T	21	7.4	137
2008	BMW Z4 3.0i	6 MT	225	3.0 L 6	26	6.0	117
2012–2016	BMW Z4 sDrive28i	6 MT	240	2.0 L 4 T	28	6.1	122
2016–2017	Buick Cascada Premium	6 AT	200	1.6 L 4 T	22	8.9	134
2013–2017	Buick Encore (Leather)	6 AT	138	1.4 L 4 T	23	11.0	127
2009–2017	Buick Enclave CXL	6 AT	288	3.6 L V6	15	7.9	142
2016–2017	Buick Envision Premium	6 AT	252	2.0 L 4 T	21	7.9	128
2008–2009	Buick LaCrosse CXL	4 AT	200	3.8 L V6	18	9.0	146
2010–2016	Buick LaCrosse CXS	6 AT	280	3.6 L V6	20	7.2	137
2010–2011	Buick LaCrosse CX	6 AT	182	2.4 L 4	23	10.2	132
2012–2016	Buick LaCrosse Leather	6 AT	182	2.4 L 4	26	9.2	130
2017	Buick LaCrosse Essence	9 AT	310	3.6 L V6	24	6.3	127
2008–2011	Buick Lucerne CXS	4 AT	275	4.6 L V8	17	7.5	143
2011–2012	Buick Regal CXL	6 AT	182	2.4 L 4	23	9.9	131
2011–2013	Buick Regal CXL turbo	6 AT	220	2.0 L 4 T	23	8.3	134
2014–2017	Buick Regal Premium I	6 AT	259	2.0 L 4 T	24	7.4	125
2012–2017	Buick Verano Leather	6 AT	180	2.4 L 4	24	8.5	129

Model-Year Range	Tested Model	Trans.	HP	Engine	CR's overall mpg	Acceleration 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
2013–2015	Cadillac ATS Luxury	6 AT	272	2.0 L 4 T	23	6.5	125
2016–2017	Cadillac CT6 Luxury	8 AT	335	3.6 L V6	22	6.5	125
2008–2009	Cadillac CTS 3.6	6 AT	263	3.6 L V6	19	6.8	131
2010–2013	Cadillac CTS Premium	6 AT	304	3.6 L V6	19	6.8	129
2014–2015	Cadillac CTS Luxury (AWD)	6 AT	321	3.6 L V6	21	6.8	127
2016–2017	Cadillac CTS Luxury (AWD)	8 AT	335	3.6 L V6	22	6.5	127
2008–2011	Cadillac DTS Luxury II	4 AT	275	4.6 L V8	17	7.6	145
2008–2014	Cadillac Escalade (base)	6 AT	403	6.2 L V8	13	7.5	158
2015–2017	Cadillac Escalade Luxury	8 AT	420	6.2 L V8	16	6.1	142
2008–2009	Cadillac SRX V6	5 AT	255	3.6 L V6	16	8.3	138
2010–2011	Cadillac SRX Luxury	6 AT	265	3.0 L V6	17	8.6	126
2012–2016	Cadillac SRX Luxury	6 AT	308	3.6 L V6	18	7.1	135
2008–2011	Cadillac STS Luxury	6 AT	302	3.6 L V6	18	6.4	133
2008–2009	Cadillac XLR (base)	5 AT	320	4.6 L V8	17	6.4	133
2017	Cadillac XT5 Luxury	8 AT	310	3.6 L V6	20	7.1	132
2013–2017	Cadillac XTS Premium	6 AT	304	3.6 L V6	22	7.2	128
2008	Chevrolet Avalanche LT	4 AT	310	5.3 L V8	13	10.1	153
2009–2013	Chevrolet Avalanche LT	6 AT	320	5.3 L V8	14	8.9	146
2008–2011	Chevrolet Aveo5 LT	4 AT	106	1.6 L 4	26	11.7	138
2008–2011	Chevrolet Aveo LT	4 AT	103	1.6 L 4	25	11.6	133
2017	Chevrolet Bolt Premier	1 D	200	electric	119	6.8	138
2010–2015	Chevrolet Camaro 2LT	6 MT	304	3.6 L V6	21	6.6	133
2010–2015	Chevrolet Camaro 2SS coupe	6 MT	426	6.2 L V8	18	5.1	129
2011–2015	Chevrolet Camaro 2SS conv.	6 AT	400	6.2 L V8	17	5.6	117
2016–2017	Chevrolet Camaro 2SS coupe	6 MT	455	6.2 L V8	20	4.4	112
2008–2010	Chevrolet Cobalt LT	4 AT	148	2.2 L 4	24	9.3	141
2008–2010	Chevrolet Cobalt SS	5 MT	260	2.0 L 4 T	22	6.4	127
2008–2012	Chevrolet Colorado LS	4 AT	220	3.5 L 5	16	9.6	156
2015–2017	Chevrolet Colorado (V6)	6 AT	305	3.6 L V6	18	7.5	132
2016–2017	Chevrolet Colorado (diesel)	6 AT	181	2.8 L 4 TD	24	10.3	134
2008–2013	Chevrolet Corvette Z06	6 MT	505	7.0 L V8	19	4.3	121
2014–2017	Chevrolet Corvette Stingray 3LT	7 MT	460	6.2 L V8	20	4.3	107
2011–2015	Chevrolet Cruze 1LT	6 AT	138	1.4 L 4 T	26	9.8	139
2011–2015	Chevrolet Cruze LS	6 AT	138	1.8 L 4	26	10.5	139
2012–2015	Chevrolet Cruze Eco	6 AT	138	1.4 L 4 T	27	10.0	131
2016–2017	Chevrolet Cruze LT	6 AT	153	1.4 L 4 T	30	8.5	125
2014–2015	Chevrolet Cruze Diesel	6 AT	151	2.0 L 4 TD	33	9.7	134
2017	Chevrolet Cruze Diesel	9 AT	137	1.6 L 4 TD	41	9.1	132
2008–2009	Chevrolet Equinox LT	5 AT	185	3.4 L V6	18	9.1	146
2010–2017	Chevrolet Equinox 1LT	6 AT	182	2.4 L 4	21	10.7	138
2010–2012	Chevrolet Equinox 2LT	6 AT	264	3.0 L V6	18	9.1	134
2013–2017	Chevrolet Equinox LTZ	6 AT	292	3.6 L V6	18	7.1	138
2008	Chevrolet HHR LT	4 AT	172	2.4 L 4	23	9.2	148
2009–2011	Chevrolet HHR LT	4 AT	172	2.4 L 4	24	9.1	143
2008–2009	Chevrolet Impala 3LT	4 AT	242	3.9 L V6	20	7.8	141
2010–2011	Chevrolet Impala LT	4 AT	211	3.5 L V6	20	9.5	135
2012–2013	Chevrolet Impala LT	6 AT	302	3.6 L V6	22	7.2	137
2014–2017	Chevrolet Impala 2LTZ	6 AT	305	3.6 L V6	22	6.9	130
2008–2012	Chevrolet Malibu LTZ	6 AT	252	3.6 L V6	20	6.5	129
2008–2010	Chevrolet Malibu Hybrid	4 AT	164	2.4 L 4	27	10.3	131
2008	Chevrolet Malibu LT	4 AT	169	2.4 L 4	23	9.5	137
2009–2012	Chevrolet Malibu LT	6 AT	169	2.4 L 4	25	9.4	138
2013	Chevrolet Malibu Eco	6 AT	182	2.4 L 4	29	8.6	132
2013–2015	Chevrolet Malibu 1LT	6 AT	197	2.5 L 4	26	8.1	135
2013–2015	Chevrolet Malibu 2LTZ	6 AT	259	2.0 L 4 T	24	7.0	128
2016–2017	Chevrolet Malibu LT	6 AT	160	1.5 L 4 T	29	8.4	130
2016–2017	Chevrolet Malibu Hybrid	CVT	182	1.8 L 4	41	8.0	135
2008	Chevrolet Silverado 1500 LT	4 AT	315	5.3 L V8	14	8.5	153
2009–2013	Chevrolet Silverado 1500 LT	6 AT	315	5.3 L V8	14	7.9	150
2014–2017	Chevrolet Silverado 1500 LT	6 AT	355	5.3 L V8	16	7.5	138
2008–2010	Chevrolet Silverado 2500HD LTZ	6 AT	365	6.6 L V8 TD	13	8.4	171
2011–2013	Chevrolet Silverado 2500HD LTZ	6 AT	397	6.6 L V8 TD	14	7.9	148
2016–2017	Chevrolet Silverado 2500HD LTZ	6 AT	397	6.6 L V8 TD	14	8.2	157
2012–2016	Chevrolet Sonic LTZ hatch.	6 MT	138	1.4 L 4 T	30	8.9	130
2012–2017	Chevrolet Sonic LT sedan	6 AT	138	1.8 L 4	28	9.3	128
2013	Chevrolet Spark 1LT	4 AT	84	1.2 L 4	32	13.0	138
2014–2015	Chevrolet Spark 1LT	CVT	84	1.2 L 4	31	12.8	128
2016–2017	Chevrolet Spark 1LT	CVT	98	1.4 L 4	33	12.0	129
2014–2016	Chevrolet SS	6 AT	415	6.2 L V8	17	5.1	118
2008	Chevrolet Suburban LT3	4 AT	320	5.3 L V8	14	9.1	147
2009–2014	Chevrolet Suburban LT	6 AT	320	5.3 L V8	14	8.4	147
2015–2017	Chevrolet Suburban LTZ	6 AT	355	5.3 L V8	16	7.9	139
2008	Chevrolet Tahoe LT	4 AT	320	5.3 L V8	14	9.0	151
2009–2014	Chevrolet Tahoe LTZ	6 AT	320	5.3 L V8	14	8.4	144
2015–2017	Chevrolet Tahoe LT	6 AT	355	5.3 L V8	16	7.7	136
2008–2013	Chevrolet Tahoe Hybrid	CVT	332	6.0 L V8	19	9.6	156
2008–2009	Chevrolet TrailBlazer LT	4 AT	291	4.2 L 6	15	9.1	152
2009–2017	Chevrolet Traverse LT	6 AT	281	3.6 L V6	16	7.9	141
2015–2017	Chevrolet Trax	6 AT	138	1.4 L 4 T	25	10.8	130
2008	Chevrolet Uplander LT	4 AT	240	3.9 L V6	18	8.8	135
2011–2015	Chevrolet Volt	1 D	150	1.4 L 4 + E	61**	9.4	136
2016–2017	Chevrolet Volt LT	1 D	149	1.5 L 4 + E	105*	8.0	133
2011–2014	Chrysler 200 Limited	6 AT	283	3.6 L V6	21	6.8	140
2015–2017	Chrysler 200 C	9 AT	295	3.6 L V6	25	6.9	138
2015–2017	Chrysler 200 Limited	9 AT	184	2.4 L 4	30	9.8	130
2008–2010	Chrysler 300 Touring	4 AT	250	3.5 L V6	19	8.1	136
2012–2017	Chrysler 300 Limited	8 AT	292	3.6 L V6	22	7.4	137
2008–2010	Chrysler 300 C	5 AT	340	5.7 L V8	16	6.4	133
2011–2014	Chrysler 300 C	5 AT	363	5.7 L V8	18	6.2	134
2015–2017	Chrysler 300 C	8 AT	363	5.7 L V8	20	6.1	134

Model-Year Range	Tested Model	Trans.	HP	Engine	CR's overall mpg	Acceleration 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
2008	Chrysler Crossfire	6 MT	215	3.2 L V6	22	7.2	125
2008	Chrysler Pacifica Touring	6 AT	253	4.0 L V6	16	8.6	135
2017	Chrysler Pacifica Touring L	9 AT	287	3.6 L V6	21	8.0	136
2017	Chrysler Pacifica Hybrid Plat.	CVT	248	3.6 L V6	27	8.3	145
2008–2009	Chrysler PT Cruiser Ltd	4 AT	150	2.4 L 4	18	11.6	140
2008–2009	Chrysler PT Cruiser Ltd	4 AT	180	2.4 L 4 T	20	8.1	143
2008–2010	Chrysler Sebring Ltd conv.	6 AT	235	3.5 L V6	19	8.0	145
2008–2009	Chrysler Sebring Touring	4 AT	189	2.7 L V6	21	8.9	144
2008–2010	Chrysler Sebring Touring	4 AT	173	2.4 L 4	23	10.2	145
2008–2010	Chrysler T & C Ltd	6 AT	251	4.0 L V6	17	8.8	149
2011–2016	Chrysler T & C Tour.-L	6 AT	283	3.6 L V6	17	8.1	141
2008–2010	Dodge Avenger R/T	6 AT	235	3.5 L V6	20	7.7	140
2011–2013	Dodge Avenger Mainstreet	6 AT	173	2.4 L 4	21	10.3	143
2008	Dodge Caliber R/T (AWD)	CVT	172	2.4 L 4	22	10.3	141
2008–2009	Dodge Caliber SRT4	6 MT	285	2.4 L 4 T	25	6.7	137
2008–2012	Dodge Caliber SXT	CVT	158	2.4 L 4	24	10.5	149
2009–2010	Dodge Challenger R/T	6 MT	370	5.7 L V8	18	5.9	142
2011–2014	Dodge Challenger R/T	6 MT	376	5.7 L V8	19	6.5	130
2015–2017	Dodge Challenger R/T Plus	6 MT	375	5.7 L V8	20	5.5	119
2008–2010	Dodge Charger SXT	5 AT	250	3.5 L V6	19	8.2	131
2011–2012	Dodge Charger (base)	5 AT	292	3.6 L V6	21	7.5	134
2012–2017	Dodge Charger SXT Plus	8 AT	292	3.6 L V6	22	7.4	134
2008–2010	Dodge Charger R/T	5 AT	340	5.7 L V8	17	6.0	131
2015–2017	Dodge Charger (V8)	8 AT	370	5.7 L V8	20	6.1	128
2008–2011	Dodge Dakota SLT	5 AT	230	4.7 L V8	14	9.0	145
2013	Dodge Dart Rallye	6 seq	160	1.4 L 4 T	29	8.6	131
2013	Dodge Dart SXT	6 AT	160	2.0 L 4	27	11.0	127
2014–2016	Dodge Dart SXT	6 AT	184	2.4 L 4	27	9.3	127
2008–2009	Dodge Durango (V8)	5 AT	335	5.7 L V8	13	7.4	144
2011–2013	Dodge Durango (V8)	5 AT	360	5.7 L V8	14	8.1	140
2011–2013	Dodge Durango (V6)	5 AT	290	3.6 L V6	17	9.4	144
2014–2017	Dodge Durango (V6)	8 AT	290	3.6 L V6	18	8.3	134
2008–2010	Dodge Grand Caravan SXT	6 AT	197	3.8 L V6	16	10.3	154
2011–2017	Dodge Grand Caravan	6 AT	283	3.6 L V6	17	8.1	141
2009–2010	Dodge Journey SXT	6 AT	235	3.5 L V6	16	8.8	139
2011–2017	Dodge Journey Lux	6 AT	283	3.6 L V6	16	8.1	139
2008	Dodge Magnum SXT	4 AT	250	3.5 L V6	19	8.8	138
2008–2011	Dodge Nitro SLT	4 AT	210	3.7 L V6	16	9.1	142
2008	Dodge Ram 1500 SLT	5 AT	345	5.7 L V8	13	7.9	153
2009–2011	Dodge Ram 1500 SLT	5 AT	390	5.7 L V8	14	7.6	137
2008–2009	Dodge Ram 2500 Laramie	6 AT	350	6.7 L 6 TD	13	9.1	176
2010–2012	Dodge Ram 2500 Laramie	6 AT	350	6.7 L 6 TD	13	9.6	149
2017	Fiat 124 Lusso	6 MT	160	1.4 L 4 T	31	7.1	121
2012–2017	Fiat 500 Sport	5 MT	101	1.4 L 4	33	11.3	134
2012–2017	Fiat 500c Pop	5 MT	101	1.4 L 4	34	11.0	129
2013–2017	Fiat 500 Abarth	5 MT	160	1.4 L 4 T	28	8.0	125
2014–2017	Fiat 500L Easy	seq 6	160	1.4 L 4 T	27	9.5	132
2016–2017	Fiat 500X Pop	9 AT	180	2.4 L 4	23	9.8	130
2013–2017	Ford C-MAX Energi	CVT	195	2.0 L 4 + E	47**	8.1	136
2013–2017	Ford C-MAX Hybrid	CVT	188	2.0 L 4	37	8.4	138
2008–2010	Ford Edge SEL	6 AT	265	3.5 L V6	16	8.3	147
2011–2014	Ford Edge SEL	6 AT	285	3.5 L V6	18	8.1	134
2012–2014	Ford Edge SEL (FWD)	6 AT	247	2.0 L 4 T	21	8.9	132
2015–2017	Ford Edge (2.0T)	6 AT	245	2.0 L 4 T	21	8.8	132
2008	Ford Escape XLT	4 AT	200	3.0 L V6	19	10.5	161
2009–2012	Ford Escape XLT	6 AT	240	3.0 L V6	19	7.9	141
2009–2012	Ford Escape XLT	6 AT	171	2.5 L 4	21	10.0	141
2013–2016	Ford Escape SE	6 AT	173	1.6 L 4 T	22	9.9	133
2013–2016	Ford Escape Titanium	6 AT	231	2.0 L 4 T	22	8.2	134
2017	Ford Escape SE	6 AT	179	1.5 L 4 T	23	10.1	132
2008–2014	Ford Expedition EL	6 AT	300	5.4 L V8	13	9.1	154
2015–2017	Ford Expedition EL	6 AT	365	3.5 L V6 T	14	7.2	136
2008–2010	Ford Explorer XLT	5 AT	210	4.0 L V6	15	9.7	152
2008–2010	Ford Explorer Eddie Bauer	6 AT	292	4.6 L V8	14	8.3	154
2011–2017	Ford Explorer XLT	6 AT	290	3.5 L V6	18	7.9	135
2008–2009	Ford Explorer Sport Trac XLT	5 AT	210	4.0 L V6	14	10.6	146
2008	Ford F-150 XLT (V8)	4 AT	300	5.4 L V8	13	8.8	153
2009–2010	Ford F-150 XLT (V8)	6 AT	310	5.4 L V8	14	8.2	138
2011–2014	Ford F-150 XLT (V8)	6 AT	360	5.0 L V8	15	7.8	142
2011–2014	Ford F-150 XLT (3.5T)	6 AT	365	3.5 L V6 T	15	7.7	142
2015–2017	Ford F-150 XLT (3.5T)	6 AT	365	3.5 L V6 T	16	7.2	139
2015–2017	Ford F-150 XLT (2.7T)	6 AT	325	2.7 L V6 T	17	7.0	137
2008–2009	Ford F-250 Lariat	5 AT	350	6.4 L V8 TD	10	9.8	159
2011–2016	Ford F-250 Lariat	6 AT	400	6.7 L V8 TD	16	8.7	157
2017	Ford F-250 Lariat	6 AT	450	6.7-L V8 TD	15	8.1	155
2011–2017	Ford Fiesta SES hatch.	5 MT	120	1.6 L 4	32	10.7	134
2011–2017	Ford Fiesta SE sedan	seq 6	120	1.6 L 4	33	10.9	142
2014–2017	Ford Fiesta SE (1.0T)	5 MT	123	1.0 L 3 T	35	9.0	125
2014–2017	Ford Fiesta ST	6 MT	197	1.6 L 4 T	29	7.3	118
2009–2012	Ford Flex SEL	6 AT	262	3.5 L V6	17	9.0	144
2010–2012	Ford Flex Limited	6 AT	355	3.5 L V6 T	17	6.5	140
2013–2017	Ford Flex SEL	6 AT	287	3.5 L V6	18	8.5	141
2008–2011	Ford Focus SES	4 AT	132	2.0 L 4	26	10.1	137
2008–2011	Ford Focus SES	5 MT	132	2.0 L 4	29	9.0	137
2012–2015	Ford Focus SE	seq 6	160	2.0 L 4	28	9.2	141
2016–2017	Ford Focus SE	seq 6	160	2.0 L 4	29	9.8	128
2016–2017	Ford Focus SE (1.0T)	6 AT	123	1.0 L 3 T	29	11.0	128
2012–2014	Ford Focus SE SFE	seq 6	159	2.0 L 4	31	8.5	129
2012–2015	Ford Focus SEL hatch.	seq 6	160	2.0 L 4	28	9.3	137
2012–2017	Ford Focus Electric	1 D	143	electric	107*	10.2	140
2013–2017	Ford Focus ST	6 MT	252	2.0 L 4 T	26	6.6	122
2008–2009	Ford Fusion SEL	6 AT	221	3.0 L V6	20	8.0	136
2010–2012	Ford Fusion (AWD)	6 AT	240	3.0 L V6	20	8.6	143
2010–2012	Ford Fusion (FWD)	6 AT	240	3.0 L V6	22	7.8	143
2010–2012	Ford Fusion SE	6 AT	175	2.5 L 4	24	9.6	141
2013	Ford Fusion SE (1.6T)	6 AT	173	1.6 L 4 T	25	8.9	129
2014–2017	Ford Fusion SE (1.5T)	6 AT	181	1.5 L 4 T	24	9.2	125

Model-Year Range	Tested Model	Trans.	HP	Engine	CR's overall mpg	Acceleration 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
2013–2017	Ford Fusion Titanium	6 AT	231	2.0 L 4 T	22	7.4	130
2010–2012	Ford Fusion Hybrid	CVT	191	2.5 L 4	34	8.9	142
2013–2017	Ford Fusion Hybrid	CVT	188	2.0 L 4	39	8.3	140
2008–2009	Ford Mustang Prem. conv.	5 AT	210	4.0 L V6	20	7.5	139
2011–2014	Ford Mustang Prem.	6 MT	305	3.7 L V6	24	6.2	134
2008–2009	Ford Mustang GT Prem.	5 MT	300	4.6 L V8	20	5.5	131
2010	Ford Mustang GT Prem.	5 MT	315	4.6 L V8	20	5.7	135
2011–2014	Ford Mustang GT Prem. conv.	6 AT	402	5.0 L V8	23	5.5	134
2011–2014	Ford Mustang GT Prem.	6 MT	402	5.0 L V8	22	5.1	129
2015–2017	Ford Mustang GT Prem.	6 MT	435	5.0 L V8	19	4.9	121
2015–2017	Ford Mustang (2.3 T)	6 AT	310	2.3 L 4 T	25	6.4	125
2008–2011	Ford Ranger Sport	5 AT	207	4.0 L V6	16	9.2	151
2008–2009	Ford Taurus Limited	6 AT	263	3.5 L V6	18	7.9	138
2010–2012	Ford Taurus Limited	6 AT	263	3.5 L V6	19	7.9	139
2013–2017	Ford Taurus Limited	6 AT	288	3.5 L V6	21	7.2	135
2008–2009	Ford Taurus X Limited	6 AT	263	3.5 L V6	16	8.5	147
2014–2017	Ford Transit Connect XLT	6 AT	169	2.5 L 4	21	10.9	132
2017	Genesis G80 3.8	8 AT	311	3.8 L V6	20	7.2	129
2017	Genesis G90 (3.3T)	8 AT	365	3.3 L V6 T	18	6.0	130
2017	GMC Acadia Denali	6 AT	310	3.6 L V6	19	6.8	130
2014–2015	Honda Accord Hybrid	1 D	196	2.0 L 4	40	7.7	137
2008–2012	Honda Accord EX-L	5 AT	268	3.5 L V6	21	7.4	137
2013–2017	Honda Accord EX-L	6 AT	278	3.5 L V6	26	6.3	139
2008–2010	Honda Accord LX-P	5 AT	177	2.4 L 4	23	9.8	140
2008–2010	Honda Accord LX-P	5 MT	177	2.4 L 4	26	8.4	140
2011–2012	Honda Accord LX-P	5 AT	177	2.4 L 4	25	9.2	145
2013–2017	Honda Accord LX	CVT	185	2.4 L 4	30	7.7	136
2008–2011	Honda Civic EX	5 AT	140	1.8 L 4	28	10.1	136
2008–2011	Honda Civic EX	5 MT	140	1.8 L 4	31	8.6	136
2012	Honda Civic EX	5 AT	140	1.8 L 4	29	10.1	137
2013	Honda Civic EX	5 AT	140	1.8 L 4	29	9.7	136
2014–2015	Honda Civic EX	CVT	143	1.8 L 4	30	9.6	128
2016–2017	Honda Civic EX-T	CVT	174	1.5 L 4 T	31	7.1	129
2012–2013	Honda Civic HF	5 AT	140	1.8 L 4	33	9.7	145
2008–2011	Honda Civic Hybrid	CVT	110	1.3 L 4	37	11.7	137
2012–2015	Honda Civic Hybrid	CVT	110	1.5 L 4	40	10.9	145
2012–2013	Honda Civic LX	5 AT	140	1.8 L 4	30	9.9	143
2016–2017	Honda Civic LX	CVT	158	2.0 L 4	32	8.7	129
2008–2011	Honda Civic Si	6 MT	197	2.0 L 4	27	7.0	132
2012–2015	Honda Civic Si	6 MT	201	2.4 L 4	29	7.1	139
2017	Honda Civic Si	6 MT	205	1.5 L 4 T	34	7.3	131
2010–2012	Honda Crosstour EX-L	5 AT	271	3.5 L V6	20	7.4	139
2013–2015	Honda Crosstour EX-L	6 AT	278	3.5 L V6	21	7.0	143
2008–2009	Honda CR-V EX	5 AT	166	2.4 L 4	21	10.6	135
2010–2011	Honda CR-V EX	5 AT	180	2.4 L 4	21	9.1	130
2012–2014	Honda CR-V EX	5 AT	185	2.4 L 4	23	9.2	128
2015–2016	Honda CR-V EX	CVT	185	2.4 L 4	24	9.0	134
2017	Honda CR-V EX-T	CVT	190	1.5 L 4 T	28	8.2	137
2017	Honda CR-V LX	CVT	184	2.4 L 4	27	8.6	133
2011–2015	Honda CR-Z EX	6 MT	122	1.5 L 4	35	9.3	139
2008–2011	Honda Element EX	5 AT	166	2.4 L 4	21	10.4	140
2008	Honda Fit (base)	5 AT	109	1.5 L 4	32	12.4	140
2008	Honda Fit Sport	5 MT	109	1.5 L 4	34	9.9	134
2009–2013	Honda Fit (base)	5 AT	118	1.5 L 4	30	10.7	132
2009–2013	Honda Fit Sport	5 MT	118	1.5 L 4	33	9.2	136
2015–2017	Honda Fit EX	CVT	130	1.5 L 4	33	10.0	132
2016–2017	Honda HR-V LX	CVT	141	1.8 L 4	29	10.5	132
2010–2014	Honda Insight EX	CVT	98	1.3 L 4	38	11.8	136
2008–2010	Honda Odyssey EX	5 AT	255	3.5 L V6	19	8.6	136
2011–2013	Honda Odyssey EX-L	5 AT	248	3.5 L V6	19	8.7	143
2014–2017	Honda Odyssey EX-L	6 AT	248	3.5 L V6	21	8.4	136
2008	Honda Pilot EX-L	5 AT	255	3.5 L V6	17	8.2	131
2009–2011	Honda Pilot EX-L	5 AT	250	3.5 L V6	18	9.1	149
2012–2015	Honda Pilot EX-L	5 AT	250	3.5 L V6	18	9.0	144
2016–2017	Honda Pilot EX-L	6 AT	280	3.5 L V6	20	7.5	136
2008–2014	Honda Ridgeline RTS	5 AT	247	3.5 L V6	15	8.6	149
2017	Honda Ridgeline RTL	6 AT	280	3.5 L V6	20	7.3	134
2008–2009	Honda S2000	6 MT	240	2.2 L 4	25	5.8	126
2008–2011	Hyundai Accent GLS	4 AT	110	1.6 L 4	28	12.5	134
2012–2017	Hyundai Accent GLS	6 AT	138	1.6 L 4	31	10.3	134
2008–2011	Hyundai Accent GS hatch.	5 MT	110	1.6 L 4	30	9.5	153
2012–2016	Hyundai Accent SE hatch.	6 MT	138	1.6 L 4	32	8.5	136
2008	Hyundai Azera Limited	5 AT	263	3.8 L V6	19	7.1	134
2009–2011	Hyundai Azera Limited	5 AT	263	3.8 L V6	20	7.2	140
2012–2017	Hyundai Azera 3.3L	6 AT	293	3.3 L V6	23	7.2	132
2008–2010	Hyundai Elantra GLS	4 AT	138	2.0 L 4	27	10.4	138
2008–2010	Hyundai Elantra SE	4 AT	132	2.0 L 4	27	10.4	125
2011–2016	Hyundai Elantra GLS	6 AT	148	1.8 L 4	29	9.5	136
2017	Hyundai Elantra SEL	6 AT	147	2.0 L 4	33	9.9	133
2009–2012	Hyundai Elantra Touring	4 AT	138	2.0 L 4	26	10.6	127
2013–2015	Hyundai Elantra GT	6 AT	148	1.8 L 4	27	9.8	134
2011	Hyundai Equus Signature	6 AT	385	4.6 L V8	19	6.5	140
2010–2011	Hyundai Genesis Coupe Gr. Tour.	6 MT	306	3.8 L V6	23	6.2	138
2009–2011	Hyundai Genesis (sedan)	6 AT	378	4.6 L V8	20	6.2	136
2009–2011	Hyundai Genesis (sedan)	6 AT	290	3.8 L V6	21	6.3	125
2012–2014	Hyundai Genesis (sedan)	8 AT	333	3.8 L V6	22	6.4	135
2015–2016	Hyundai Genesis (AWD)	8 AT	311	3.8 L V6	20	7.2	129
2017	Hyundai Ioniq SEL	seq 6	139	1.6 L 4	52	9.9	144
2010–2012	Hyundai Santa Fe GLS	6 AT	175	2.4 L 4	20	10.7	134
2008–2009	Hyundai Santa Fe Limited	5 AT	242	3.3 L V6	18	8.5	131
2010–2012	Hyundai Santa Fe Limited	6 AT	276	3.5 L V6	20	7.9	133
2013–2017	Hyundai Santa Fe GLS	6 AT	290	3.3 L V6	20	7.6	133
2013–2017	Hyundai Santa Fe Sport	6 AT	190	2.4 L 4	23	9.7	132
2008	Hyundai Sonata GLS	5 AT	235	3.3 L V6	21	7.5	132
2008	Hyundai Sonata GLS	4 AT	162	2.4 L 4	23	10.5	129
2009–2010	Hyundai Sonata GLS	5 AT	175	2.4 L 4	26	9.8	137
2009–2010	Hyundai Sonata Limited	5 AT	249	3.3 L V6	22	7.4	133

Model-Year Range	Tested Model	Trans.	HP	Engine	CR's overall mpg	Acceleration 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
2011–2014	Hyundai Sonata GLS	6 AT	198	2.4 L 4	27	8.2	134
2011–2014	Hyundai Sonata Limited	6 AT	274	2.0 L 4 T	25	6.6	136
2015–2017	Hyundai Sonata SE	6 AT	185	2.4 L 4	28	9.2	139
2011–2015	Hyundai Sonata Hybrid	6 AT	206	2.0 L 4	33	9.1	148
2016–2017	Hyundai Sonata Hybrid	6 AT	193	2.0 L 4	39	8.2	140
2008	Hyundai Tiburon GT	6 MT	170	2.7 L V6	22	7.9	137
2008–2009	Hyundai Tucson GLS	4 AT	173	2.7 L V6	18	10.1	132
2010–2015	Hyundai Tucson GLS	6 AT	170	2.4 L 4	22	9.7	129
2016–2017	Hyundai Tucson SE	6 AT	164	2.0 L 4	24	11.0	129
2016–2017	Hyundai Tucson (1.6T)	seq 7	175	1.6 L 4 T	26	8.4	128
2012–2017	Hyundai Veloster	6 MT	138	1.6 L 4	31	9.2	131
2008–2012	Hyundai Veracruz SE	6 AT	260	3.8 L V6	17	8.6	138
2008–2010	Infiniti EX Journey	5 AT	297	3.5 L V6	18	6.7	130
2008	Infiniti FX35	5 AT	280	3.5 L V6	18	7.4	135
2009–2012	Infiniti FX35	7 AT	303	3.5 L V6	18	6.8	133
2011–2012	Infiniti G25 Journey	7 AT	218	2.5 L V6	24	8.5	133
2008	Infiniti G35 Journey	5 AT	306	3.5 L V6	19	5.4	126
2008	Infiniti G35 X	5 AT	306	3.5 L V6	18	5.6	125
2009–2014	Infiniti G37 conv.	7 AT	325	3.7 L V6	20	6.0	135
2009–2014	Infiniti G37 Journey	7 AT	328	3.7 L V6	21	5.6	126
2013	Infiniti JX	CVT	265	3.5 L V6	19	8.3	137
2008–2010	Infiniti M35	5 AT	275	3.5 L V6	19	6.9	128
2008–2010	Infiniti M35 X	5 AT	280	3.5 L V6	18	7.0	122
2011–2013	Infiniti M37	7 AT	330	3.7 L V6	21	5.8	128
2012–2013	Infiniti M35h	7 AT	360	3.5 L V6	25	5.6	131
2014–2017	Infiniti Q70	7 AT	330	3.7 L V6	21	5.8	128
2014–2017	Infiniti Q70 Hybrid	7 AT	360	3.5 L V6	25	5.6	131
2014–2015	Infiniti Q50 Premium (AWD)	7 AT	328	3.7 L V6	21	5.6	126
2016–2017	Infiniti Q50 3.0t Prem. (AWD)	7 AT	300	3.0 L V6 T	22	5.7	126
2017	Infiniti QX30 Premium	seq 7	208	2.0 L 4 T	25	7.1	122
2011–2013	Infiniti QX56	7 AT	400	5.6 L V8	15	6.9	139
2014–2017	Infiniti QX60	CVT	265	3.5 L V6	19	8.3	137
2014–2017	Infiniti QX80	7 AT	400	5.6 L V8	15	6.9	139
2017	Jaguar F-Pace Prestige	8 AT	340	3.0 L V6 SC	20	6.0	129
2008	Jaguar S-Type 4.2	6 AT	294	4.2 L V8	19	6.3	129
2009–2010	Jaguar XF Luxury (V8)	6 AT	300	4.2 L V8	20	6.4	133
2013–2015	Jaguar XF 3.0 (AWD)	8 AT	340	3.0 L V6 SC	21	5.7	130
2016–2017	Jaguar XF 3.0 (AWD)	8 AT	340	3.0 L V6 SC	21	5.8	128
2008–2009	Jaguar XJ8 Vanden Plas	6 AT	294	4.2 L V8	19	7.1	133
2011–2017	Jaguar XJL	6 AT	385	5.0 L V8	19	5.5	138
2008–2009	Jaguar XK8	6 AT	300	4.2 L V8	19	7.0	128
2008	Jaguar X-Type 3.0	5 AT	227	3.0 L V6	19	7.8	136
2014–2017	Jeep Cherokee Latitude	9 AT	184	2.4 L 4	22	10.9	138
2014–2017	Jeep Cherokee Limited	9 AT	271	3.2 L V6	21	7.7	133
2008–2009	Jeep Commander Limited	5 AT	330	5.7 L V8	13	7.3	148
2008–2010	Jeep Compass Sport	CVT	172	2.4 L 4	22	10.1	143
2011–2013	Jeep Compass Latitude	CVT	172	2.4 L 4	22	10.3	145
2017	Jeep Compass Latitude	9 AT	180	2.4 L 4	24	9.8	137

Model-Year Range	Tested Model	Trans.	HP	Engine	CR's overall mpg	Acceleration 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
2008–2010	Jeep Grand Cherokee Laredo	5 AT	305	4.7 L V8	15	7.6	139
2011–2013	Jeep Grand Cherokee Ltd.	5 AT	360	5.7 L V8	14	7.9	138
2011–2013	Jeep Grand Cherokee Laredo	5 AT	290	3.6 L V6	18	9.1	139
2014–2017	Jeep Grand Cherokee Ltd	8 AT	290	3.6 L V6	18	8.0	134
2014–2017	Jeep Grand Cherokee Ltd	8 AT	240	3.0 L V6 TD	24	8.6	132
2008–2012	Jeep Liberty Sport	4 AT	210	3.7 L V6	16	9.2	150
2008	Jeep Patriot Limited	CVT	172	2.4 L 4	20	10.8	146
2009–2010	Jeep Patriot Sport	CVT	172	2.4 L 4	22	9.6	142
2011–2013	Jeep Patriot Latitude	CVT	172	2.4 L 4	21	10.3	141
2015–2017	Jeep Renegade (2.4)	9 AT	180	2.4 L 4	24	9.9	130
2008–2011	Jeep Wrangler Unltd Sahara	4 AT	205	3.8 L V6	15	10.7	150
2012–2017	Jeep Wrangler Unltd Sahara	5 AT	285	3.6 L V6	17	8.9	151
2008–2009	Kia Amanti	5 AT	264	3.8 L V6	18	7.3	142
2014–2016	Kia Cadenza	6 AT	293	3.3 L V6	22	7.2	132
2017	Kia Cadenza Premium	8 AT	290	3.3 L V6	24	7.0	127
2011–2013	Kia Forte EX hatch.	6 AT	156	2.0 L 4	26	9.8	141
2010–2013	Kia Forte Koup SX	6 MT	173	2.4 L 4	27	7.6	128
2010	Kia Forte EX	4 AT	156	2.0 L 4	28	10.3	137
2014–2016	Kia Forte LX	6 AT	148	1.8 L 4	28	10.1	128
2017	Kia Forte LX	6 AT	147	2.0 L 4	33	10.1	128
2017	Kia Niro EX	seq 6	139	1.6 L 4	43	9.9	143
2008	Kia Optima EX	5 AT	162	2.4 L 4	23	9.2	136
2008	Kia Optima EX	5 AT	185	2.7 L V6	21	8.6	141
2009–2010	Kia Optima EX	5 AT	194	2.7 L V6	22	9.1	139
2009–2010	Kia Optima LX	5 AT	175	2.4 L 4	25	9.2	134
2011–2015	Kia Optima LX	6 AT	200	2.4 L 4	25	8.6	143
2011–2015	Kia Optima SX	6 AT	274	2.0 L 4 T	24	6.6	142
2016–2017	Kia Optima EX	6 AT	185	2.4 L 4	28	8.0	130
2008–2011	Kia Rio LX	4 AT	110	1.6 L 4	28	12.8	132
2012–2017	Kia Rio EX	6 AT	138	1.6 L 4	30	9.5	138
2008–2011	Kia Rio5 SX hatch.	5 MT	110	1.6 L 4	30	10.0	152
2012–2016	Kia Rio EX hatch.	6 AT	138	1.6 L 4	29	9.9	136
2008–2009	Kia Rondo LX	5 AT	182	2.7 L V6	21	9.6	140
2008–2010	Kia Sedona EX	5 AT	244	3.8 L V6	17	9.0	141
2011–2012	Kia Sedona EX	6 AT	271	3.5 L V6	18	8.3	144
2015–2017	Kia Sedona EX	6 AT	276	3.3 L V6	20	8.0	133
2008–2009	Kia Sorento LX	5 AT	242	3.3 L V6	17	8.0	138
2011–2013	Kia Sorento EX	6 AT	276	3.5 L V6	20	7.6	136
2011	Kia Sorento LX	6 AT	175	2.4 L 4	20	10.3	140
2012–2013	Kia Sorento LX	6 AT	191	2.4 L 4	20	10.4	136
2014–2015	Kia Sorento EX	6 AT	290	3.3 L V6	20	7.6	135
2016–2017	Kia Sorento EX	6 AT	290	3.3 L V6	21	7.4	131
2010–2011	Kia Soul Plus	4 AT	142	2.0 L 4	25	9.8	135
2012–2013	Kia Soul Plus	6 AT	164	2.0 L 4	26	8.6	149
2014–2017	Kia Soul Plus	6 AT	164	2.0 L 4	26	8.8	127
2008–2009	Kia Spectra EX	4 AT	138	2.0 L 4	25	11.4	144
2008–2009	Kia Spectra EX	5 MT	138	2.0 L 4	28	9.5	144
2008–2010	Kia Sportage EX	4 AT	173	2.7 L V6	18	11.3	148
2011–2016	Kia Sportage LX	6 AT	176	2.4 L 4	22	10.3	137
2012–2016	Kia Sportage SX	6 AT	260	2.0 L 4 T	21	7.1	135
2017	Kia Sportage LX	6 AT	181	2.4 L 4	23	9.6	128
2017	Land Rover Discovery HSE	8 AT	340	3.0 L V6 SC	17	7.3	138
2015–2017	Land Rover Discovery Sport	9 AT	240	2.0 L 4 T	21	8.6	136
2008–2013	Land Rover LR2 SE	6 AT	230	3.2 L 6	18	9.1	128
2008–2009	Land Rover LR3 SE	6 AT	300	4.4 L V8	13	9.1	134

Model-Year Range	Tested Model	Trans.	HP	Engine	CR's overall mpg	Acceleration 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
2010–2013	Land Rover LR4	6 AT	375	5.0 L V8	15	7.1	129
2008–2009	Range Rover Sport HSE	6 AT	300	4.4 L V8	14	9.4	131
2014–2017	Range Rover Sport HSE	8 AT	340	3.0 L V6 SC	18	6.5	137
2014–2017	Range Rover HSE	8 AT	340	3.0 L V6 SC	17	6.7	137
2011–2017	Lexus CT 200h	CVT	134	1.8 L 4	40	11.0	133
2008–2012	Lexus ES 350	6 AT	272	3.5 L V6	23	6.4	131
2013–2017	Lexus ES 350	6 AT	268	3.5 L V6	25	6.7	139
2013–2017	Lexus ES 300h	CVT	200	2.5 L 4	36	8.2	140
2008–2011	Lexus GS 450h	CVT	340	3.5 L V6	23	5.9	136
2013–2017	Lexus GS 350	6 AT	306	3.5 L V6	21	6.2	137
2008–2009	Lexus GX 470	5 AT	235	4.7 L V8	15	8.0	135
2010–2017	Lexus GX 460	6 AT	301	4.6 L V8	17	7.5	136
2010–2012	Lexus HS 250h	CVT	187	2.4 L 4	31	8.9	132
2010–2013	Lexus IS 250 conv.	6 AT	204	2.5 L V6	23	8.1	129
2008–2013	Lexus IS 250	6 AT	204	2.5 L V6	24	7.7	131
2014–2015	Lexus IS 250 (AWD)	6 AT	204	2.5 L V6	21	8.7	138
2016–2017	Lexus IS 300 (AWD)	6 AT	255	3.5 L V6	20	6.5	139
2008–2017	Lexus LS 460L	8 AT	380	4.6 L V8	21	6.2	140
2015–2017	Lexus NX Hybrid	CVT	194	2.5 L 4	29	8.9	136
2015–2017	Lexus NX (2.0T)	6 AT	235	2.0 L 4 T	24	7.5	132
2008–2009	Lexus RX 350	5 AT	270	3.5 L V6	19	7.3	130
2010–2015	Lexus RX 350	6 AT	275	3.5 L V6	21	7.3	136
2016–2017	Lexus RX 350	8 AT	295	3.5 L V6	22	7.5	139
2008	Lexus RX 400h	CVT	268	3.3 L V6	23	7.4	146
2010–2015	Lexus RX 450h	CVT	295	3.5 L V6	26	7.7	135
2016–2017	Lexus RX 450h	CVT	308	3.5 L V6	29	7.5	138
2008–2010	Lexus SC 430	6 AT	288	4.3 L V8	21	6.5	127
2017	Lincoln Continental (2.7T)	6 AT	335	2.7 L V6 T	20	6.6	127
2015–2017	Lincoln MKC Reserve (2.3T)	6 AT	285	2.3 L 4 T	19	7.8	125
2009–2010	Lincoln MKS	6 AT	273	3.7 L V6	20	7.4	137
2010–2012	Lincoln MKS (AWD)	6 AT	355	3.5 L V6 T	18	6.0	139
2013–2016	Lincoln MKS	6 AT	304	3.7 L V6	20	7.1	137
2010–2012	Lincoln MKT (3.5T)	6 AT	355	3.5 L V6 T	18	6.4	137
2008–2010	Lincoln MKX	6 AT	265	3.5 L V6	16	8.2	149
2011–2015	Lincoln MKX	6 AT	305	3.7 L V6	18	7.6	138
2016–2017	Lincoln MKX (2.7T)	6 AT	335	2.7 L V6 T	18	7.2	128
2008–2009	Lincoln MKZ	6 AT	263	3.5 L V6	20	6.9	134
2010–2012	Lincoln MKZ	6 AT	263	3.5 L V6	20	7.3	142
2013–2017	Lincoln MKZ (2.0T)	6 AT	231	2.0 L 4 T	23	7.4	124
2013–2017	Lincoln MKZ Hybrid	CVT	188	2.0 L 4	34	9.2	129
2008–2014	Lincoln Navigator Ultimate	6 AT	300	5.4 L V8	13	8.8	149
2015–2017	Lincoln Navigator (3.5T)	6 AT	380	3.5 L V6 T	15	7.0	136
2008–2010	Lincoln Town Car Signature	4 AT	239	4.6 L V8	17	8.7	143
2014–2017	Maserati Ghibli S Q4	8 AT	404	3.0 L V6 T	19	5.4	115
2011–2014	Mazda2 Sport	5 MT	100	1.5 L 4	33	10.3	137
2011–2014	Mazda2 Touring	4 AT	100	1.5 L 4	30	11.1	138
2008–2009	Mazda3 i	5 MT	148	2.0 L 4	30	8.6	132
2008–2009	Mazda3 i	4 AT	148	2.0 L 4	27	9.6	132
2008–2009	Mazda3 s Grand Touring	5 AT	160	2.3 L 4	25	9.5	129
2010–2013	Mazda3 s Sport	5 AT	167	2.5 L 4	25	8.3	132
2010–2013	Mazda3 i Touring	5 AT	148	2.0 L 4	28	9.4	145
2010–2013	Mazda3 i Touring	5 MT	148	2.0 L 4	30	8.6	145
2012–2013	Mazda3 i Touring	6 AT	155	2.0 L 4	32	9.1	139
2014–2017	Mazda3 i Touring	6 AT	155	2.0 L 4	33	8.3	133
2014–2017	Mazda3 i Gr. Tour.	6 MT	155	2.0 L 4	32	8.2	133
2008–2009	Mazdaspeed3 Gr. Tour.	6 MT	263	2.3 L 4 T	24	6.8	123
2010–2013	Mazdaspeed3 Sport	6 MT	263	2.3 L 4 T	26	6.4	128
2008–2010	Mazda5 Gr. Tour.	5 AT	153	2.3 L 4	24	10.0	130
2012–2015	Mazda5 Gr. Tour.	5 AT	157	2.5 L 4	23	9.6	139
2008	Mazda6 i	4 AT	160	2.3 L 4	23	9.6	130
2009–2013	Mazda6 i Sport	5 AT	170	2.5 L 4	24	9.0	139
2008	Mazda6 s	5 AT	220	3.0 L V6	20	8.1	132
2009–2013	Mazda6 s Gr. Tour.	6 AT	272	3.7 L V6	20	6.8	133
2014–2017	Mazda6 Sport	6 AT	184	2.5 L 4	32	7.5	132
2016–2017	Mazda CX-3 Touring	6 AT	146	2.0 L 4	28	9.6	135
2013–2014	Mazda CX-5 Touring	6 AT	155	2.0 L 4	25	10.0	133
2014–2016	Mazda CX-5 Touring	6 AT	184	2.5 L 4	25	8.0	133
2017	Mazda CX-5 Touring	6 AT	187	2.5 L 4	24	8.6	133
2008–2009	Mazda CX-7 Gr. Tour.	6 AT	244	2.3 L 4 T	18	9.1	128
2008–2015	Mazda CX-9 Gr. Tour.	6 AT	273	3.7 L V6	16	8.2	137
2016–2017	Mazda CX-9 Touring	6 AT	227	2.5 L 4 T	22	7.9	139
2008–2009	Mazda MX-5 Miata Gr. Tour.	6 MT	170	2.0 L 4	27	6.7	121
2010–2015	Mazda MX-5 Miata Gr. Tour.	6 MT	167	2.0 L 4	28	7.0	122
2016–2017	Mazda MX-5 Miata Club	6 MT	155	2.0 L 4	34	6.7	124
2008–2009	Mazda RX-8	6 MT	238	1.3 L	18	6.7	117
2008–2011	Mercedes-Benz C300	7 AT	228	3.0 L V6	21	6.8	129
2012–2014	Mercedes-Benz C250	7 AT	201	1.8 L 4 T	24	7.6	131
2015–2017	Mercedes-Benz C300 (AWD)	7 AT	241	2.0 L 4 T	26	6.8	136
2014–2017	Mercedes-Benz CLA250	seq 7	208	2.0 L 4 T	28	6.6	124
2008–2009	Mercedes-Benz E350	7 AT	268	3.5 L V6	21	6.5	136
2010–2011	Mercedes-Benz E350	7 AT	268	3.5 L V6	19	6.8	139
2012–2016	Mercedes-Benz E350	7 AT	302	3.5 L V6	21	6.3	131
2008	Mercedes-Benz E320 BT	7 AT	208	3.0 L V6 TD	29	8.0	142
2011–2013	Mercedes-Benz E350 BT	7 AT	210	3.0 L V6 TD	26	7.9	132
2014–2016	Mercedes-Benz E250 BT (AWD)	7 AT	195	2.1 L 4 TD	30	8.3	131
2017	Mercedes-Benz E300 (AWD)	9 AT	241	2.0 L 4 T	24	7.1	128
2008–2012	Mercedes-Benz GL450	7 AT	335	4.6 L V8	15	7.4	136
2008–2012	Mercedes-Benz GL BT	7 AT	210	3.0 L V6 TD	19	9.8	137
2013–2016	Mercedes-Benz GL BT	7 AT	240	3.0 L V6 TD	20	8.2	136
2015–2017	Mercedes-Benz GLA250	seq 7	208	2.0 L 4 T	26	6.9	128
2010–2012	Mercedes-Benz GLK350	7 AT	268	3.5 L V6	18	7.0	131
2013–2015	Mercedes-Benz GLK350	7 AT	302	3.5 L V6	21	6.1	130
2016–2017	Mercedes-Benz GLC300	9 AT	241	2.0 L 4 T	22	6.8	132
2008–2011	Mercedes-Benz ML350	7 AT	268	3.5 L V6	16	7.8	134
2012–2015	Mercedes-Benz ML350	7 AT	302	3.5 L V6	18	6.8	138
2016–2017	Mercedes-Benz GLE350	7 AT	302	3.5 L V6	18	6.8	138

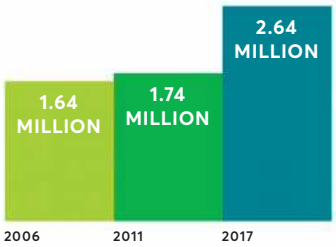
Model-Year Range	Tested Model	Trans.	HP	Engine	CR's overall mpg	Acceleration 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
2008–2011	Mercedes-Benz S550	7 AT	382	5.5 L V8	17	6.0	141
2014–2017	Mercedes-Benz S550 (AWD)	7 AT	449	4.7 L V8 T	18	5.1	128
2008–2012	Mercedes-Benz SL550	7 AT	382	5.5 L V8	17	5.3	126
2008	Mercedes-Benz SLK350	6 MT	268	3.5 L V6	21	6.2	118
2012–2016	Mercedes-Benz SLK250	6 MT	201	1.8 L 4 T	26	7.0	115
2008–2009	Mercury Grand Marquis	4 AT	239	4.6 L V8	16	8.0	140
2009–2012	Mercury Mariner Hybrid	CVT	177	2.5 L 4	26	10.7	147
2008–2009	Mercury Milan (base)	5 AT	160	2.3 L 4	23	9.5	144
2008–2013	Mini Cooper (base)	6 MT	118	1.6 L 4	33	9.1	125
2014–2017	Mini Cooper (1.5T)	6 AT	134	1.5 L 3 T	31	8.3	133
2008–2013	Mini Cooper S	6 MT	172	1.6 L 4 T	30	7.2	137
2014–2017	Mini Cooper S	6 MT	189	2.0 L 4 T	30	7.2	130
2008	Mini Cooper S conv.	6 MT	168	1.6 L 4 SC	25	7.1	122
2009–2014	Mini Cooper S conv.	6 MT	172	1.6 L 4 T	30	7.5	128
2008–2013	Mini Cooper Clubman (base)	6 AT	118	1.6 L 4	29	10.5	128
2016–2017	Mini Cooper Clubman (1.5T)	6 AT	134	1.5 L 3 T	28	10.5	129
2011–2016	Mini Cooper Countryman S	6 AT	184	1.6 L 4 T	26	8.3	135
2017	Mini Cooper Countryman S	8 AT	189	2.0 L 4 T	25	8.3	120
2008–2012	Mitsubishi Eclipse GS	5 MT	162	2.4 L 4	23	9.3	139
2008–2012	Mitsubishi Eclipse GT conv.	5 AT	260	3.8 L V6	19	6.8	135
2008–2011	Mitsubishi Endeavor XLS	4 AT	215	3.8 L V6	17	8.2	137
2008–2012	Mitsubishi Galant ES	4 AT	160	2.4 L 4	23	9.1	139
2008–2009	Mitsubishi Galant GTS	4 AT	230	3.8 L V6	20	7.2	144
2012–2017	Mitsubishi i-MiEV SE	1 D	63	electric	111*	14.7	132
2008–2017	Mitsubishi Lancer ES	CVT	152	2.0 L 4	25	9.8	144
2008–2015	Mitsubishi Lancer Evo GSR	5 MT	291	2.0 L 4 T	21	5.8	126
2009–2015	Mitsubishi Lancer Ralliart	seq 6	237	2.0 L 4 T	20	6.5	133
2014–2017	Mitsubishi Mirage ES	CVT	74	1.2 L 3	37	12.1	138
2008–2013	Mitsubishi Outlander XLS	6 AT	220	3.0 L V6	19	8.3	132
2008–2013	Mitsubishi Outlander LS	CVT	168	2.4 L 4	22	10.1	137
2014–2015	Mitsubishi Outlander SE	CVT	166	2.4 L 4	23	10.8	130
2016–2017	Mitsubishi Outlander SEL	CVT	166	2.4 L 4	24	10.0	132
2011–2015	Mitsubishi Outlander Sport SE	CVT	148	2.0 L 4	23	9.6	137
2008–2009	Nissan Altima 2.5 S	CVT	175	2.5 L 4	25	8.1	134
2010–2012	Nissan Altima 2.5 S	CVT	175	2.5 L 4	26	8.3	129
2013–2015	Nissan Altima 2.5 S	CVT	182	2.5 L 4	31	8.2	140
2016–2017	Nissan Altima 2.5 SV	CVT	179	2.5 L 4	29	8.4	135
2008–2011	Nissan Altima Hybrid	CVT	198	2.5 L 4	32	7.6	136
2008–2009	Nissan Altima 3.5 SE	CVT	270	3.5 L V6	23	6.4	136
2010–2012	Nissan Altima 3.5 SR	CVT	270	3.5 L V6	24	6.5	128
2013–2017	Nissan Altima 3.5 SL	CVT	270	3.5 L V6	24	6.3	133
2008–2011	Nissan Armada LE	5 AT	317	5.6 L V8	13	7.2	132
2012–2015	Nissan Armada Platinum	5 AT	317	5.6 L V8	13	7.2	142
2017	Nissan Armada Platinum	7 AT	390	5.6 L V8	14	6.7	133
2009–2014	Nissan Cube 1.8 S	CVT	122	1.8 L 4	28	10.0	149
2008–2015	Nissan Frontier LE	5 AT	261	4.0 L V6	15	7.9	142
2011–2015	Nissan Juke SV	CVT	188	1.6 L 4 T	24	7.9	139
2011–2017	Nissan Leaf SL	1 D	107	electric	106*	10.3	136
2008	Nissan Maxima 3.5 SL	CVT	255	3.5 L V6	21	6.8	135
2009–2014	Nissan Maxima 3.5 SV	CVT	290	3.5 L V6	22	6.2	128
2016–2017	Nissan Maxima Platinum	CVT	300	3.5 L V6	25	6.5	132
2009–2014	Nissan Murano SL	CVT	265	3.5 L V6	19	7.6	136
2015–2017	Nissan Murano SL	CVT	260	3.5 L V6	21	7.7	131
2008–2012	Nissan Pathfinder LE	5 AT	270	4.0 L V6	15	8.0	143
2013–2017	Nissan Pathfinder SL	CVT	260	3.5 L V6	18	7.7	137
2008–2009	Nissan Quest SE	5 AT	235	3.5 L V6	18	8.4	141
2011–2016	Nissan Quest SL	CVT	260	3.5 L V6	19	8.4	143
2008–2013	Nissan Rogue SL	CVT	170	2.5 L 4	22	8.9	137
2014–2017	Nissan Rogue SV	CVT	170	2.5 L 4	24	9.5	134
2017	Nissan Rogue Sport SV	CVT	141	2.0 L 4	26	10.3	134
2008–2012	Nissan Sentra SE-R Spec V	6 MT	200	2.5 L 4	30	7.3	139
2008–2009	Nissan Sentra S	CVT	140	2.0 L 4	26	9.6	149
2010–2012	Nissan Sentra SL	CVT	140	2.0 L 4	27	9.7	135
2013–2015	Nissan Sentra SV	CVT	130	1.8 L 4	29	9.7	129
2016–2017	Nissan Sentra SV	CVT	124	1.8 L 4	31	10.4	129
2008–2011	Nissan Titan SE	5 AT	317	5.6 L V8	13	7.3	139
2012–2015	Nissan Titan SV	5 AT	317	5.6 L V8	14	7.2	142
2017	Nissan Titan SV	7 AT	390	5.6 L V8	16	6.7	131
2016–2017	Nissan Titan XD SV	6 AT	310	5.0 L V8 TD	15	10.6	147
2008	Nissan 350Z Gr Tour. conv.	6 MT	287	3.5 L V6	20	6.2	124
2009–2017	Nissan 370Z Tour. coupe	6 MT	332	3.7 L V6	23	5.3	120
2008–2009	Nissan Versa S hatch.	6 MT	122	1.8 L 4	29	9.5	163
2008–2012	Nissan Versa SL hatch.	CVT	122	1.8 L 4	28	10.1	145
2014–2017	Nissan Versa Note SV	CVT	109	1.6 L 4	31	10.9	135
2008–2009	Nissan Versa S sedan	4 AT	122	1.8 L 4	27	10.3	141
2010–2011	Nissan Versa S sedan	4 AT	122	1.8 L 4	27	10.3	137
2012–2017	Nissan Versa SV sedan	CVT	109	1.6 L 4	32	10.6	140
2008–2016	Nissan Xterra S	5 AT	261	4.0 L V6	17	7.7	135
2008–2009	Pontiac G6 (base)	4 AT	169	2.4 L 4	22	9.4	145
2008–2009	Pontiac G6 GT sedan	4 AT	224	3.5 L V6	20	7.7	143
2008–2009	Pontiac G6 GT conv.	4 AT	222	3.9 L V6	18	8.1	136
2008–2009	Pontiac G8 GT	6 AT	361	6.0 L V8	17	5.7	129
2008	Pontiac Grand Prix	4 AT	200	3.8 L V6	20	8.3	153
2008–2009	Pontiac Solstice	5 MT	177	2.4 L 4	23	7.2	133
2008	Pontiac Vibe (base)	4 AT	126	1.8 L 4	27	10.7	144
2009–2010	Pontiac Vibe (base)	4 AT	132	1.8 L 4	29	10.1	139
2008–2012	Porsche 911 Carrera S	6 MT	355	3.8 L 6	20	4.4	113
2014–2017	Porsche 911 Carrera S	7 MT	400	3.8 L 6	23	4.1	108
2008–2012	Porsche Boxster (base)	5 MT	240	2.7 L 6	22	6.5	112
2013–2016	Porsche Boxster (base)	6 MT	265	2.7 L 6	23	6.1	112

Model-Year Range	Tested Model	Trans.	HP	Engine	CR's overall mpg	Acceleration 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
2017	Porsche 718 Boxster (base)	seq 7	300	2.0 L 4 T	26	4.4	108
2013–2017	Ram 1500 Big Horn	8 AT	395	5.7 L V8	15	7.1	141
2014–2017	Ram 1500 Big Horn (diesel)	8 AT	240	3.0 L V6 TD	20	9.5	143
2016–2017	Ram 2500 Laramie (diesel)	6 AT	370	6.7 L 6 TD	14	8.9	152
2008–2010	Porsche Cayenne S	6 AT	385	4.8 L V8	15	7.0	142
2011–2017	Porsche Cayenne (base)	8 AT	300	3.6 L V6	19	7.8	134
2015–2017	Porsche Macan S	seq 7	340	3.0 L V6 T	19	6.4	130
2010–2015	Porsche Panamera S	seq 7	400	4.8 L V8	20	5.5	116
2008	Saab 9-3 Aero	6 AT	255	2.8 L V6 T	20	6.4	131
2008–2011	Saab 9-3 2.0T sedan	5 AT	210	2.0 L 4 T	23	8.0	131
2008–2011	Saab 9-3 2.0T conv.	5 AT	210	2.0 L 4 T	24	8.2	132
2008–2009	Saab 9-5 (base)	5 AT	260	2.3 L 4 T	21	7.2	128
2011	Saab 9-5 Turbo4	6 AT	220	2.0 L 4 T	22	8.4	136
2008–2009	Saturn Aura XR	6 AT	252	3.6 L V6	20	6.6	137
2008–2009	Saturn Aura XE	6 AT	169	2.4 L 4	24	9.4	137
2008	Saturn Outlook XR	6 AT	275	3.6 L V6	16	8.8	142
2008–2009	Saturn Sky Red Line	5 MT	260	2.0 L 4 T	24	6.2	136
2008–2009	Saturn Vue XR	6 AT	257	3.6 L V6	17	8.2	145
2013–2016	Scion FR-S	6 MT	200	2.0 L 4	30	7.2	126
2016	Scion iA	6 AT	106	1.5 L 4	35	10.3	139
2016	Scion iM	CVT	137	1.8 L4	31	10.0	133
2012–2015	Scion iQ	CVT	94	1.3 L 4	34	10.6	139
2008–2010	Scion tC	5 MT	160	2.4 L 4	26	8.8	136
2008–2010	Scion tC TRD	5 MT	200	2.4 L 4 SC	26	7.2	136
2011–2013	Scion tC	6 MT	180	2.5 L 4	28	8.8	139
2014–2016	Scion tC	6 AT	179	2.5 L 4	27	8.6	134
2008–2015	Scion xB	4 AT	158	2.4 L 4	23	9.4	137
2008–2014	Scion xD	4 AT	128	1.8 L 4	29	9.7	136
2008–2014	Scion xD	5 MT	128	1.8 L 4	34	9.0	136
2008–2015	Smart ForTwo Passion	seq 5	71	1.0 L 3	39	14.6	139
2016–2017	Smart ForTwo Passion	seq 6	89	0.9 L 3 T	36	11.2	132
2013–2017	Subaru BRZ Premium	6 MT	200	2.0 L 4	30	7.2	126
2016–2017	Subaru Crosstrek Premium	CVT	148	2.0 L 4	26	9.7	130
2008	Subaru Forester 2.5XT	4 AT	224	2.5 L 4 T	20	7.4	133
2009–2013	Subaru Forester 2.5XT Limited	4 AT	224	2.5 L 4 T	20	7.2	135
2008	Subaru Forester 2.5X	4 AT	173	2.5 L 4	22	10.0	135
2009–2010	Subaru Forester 2.5X	4 AT	170	2.5 L 4	22	10.4	134
2009–2010	Subaru Forester 2.5X	5 MT	170	2.5 L 4	24	9.1	134
2011–2013	Subaru Forester 2.5X Premium	4 AT	170	2.5 L 4	22	10.2	139
2014–2017	Subaru Forester 2.5i Premium	CVT	170	2.5 L 4	26	8.7	127
2008–2011	Subaru Impreza Outback Sport	4 AT	170	2.5 L 4	23	9.8	128
2012–2016	Subaru Impreza Sport Premium	CVT	148	2.0 L 4	26	9.4	127
2008–2011	Subaru Impreza 2.5i	4 AT	170	2.5 L 4	24	9.5	135
2012–2016	Subaru Impreza Premium	CVT	148	2.0 L 4	27	9.2	129
2017	Subaru Impreza Premium	CVT	152	2.0 L 4	30	9.5	124
2008–2015	Subaru Tribeca Limited	5 AT	256	3.6 L 6	16	8.6	139
2008	Subaru Impreza WRX	5 MT	224	2.5 L 4 T	24	6.3	128
2009–2014	Subaru Impreza WRX	5 MT	265	2.5 L 4 T	24	5.3	125
2015–2017	Subaru Impreza WRX Premium	6 MT	268	2.0 L 4 T	26	6.0	120
2008–2014	Subaru Impreza WRX STi	6 MT	305	2.5 L 4 T	21	5.4	123
2008–2009	Subaru Legacy 2.5 GT Ltd	5 AT	250	2.5 L 4 T	18	7.5	140
2008–2009	Subaru Legacy 2.5i SE	4 AT	170	2.5 L 4	23	10.8	140
2010–2012	Subaru Legacy 2.5i Premium	CVT	170	2.5 L 4	25	9.7	139
2010–2013	Subaru Legacy 3.6R Ltd	5 AT	256	3.6 L 6	22	7.2	132
2013–2014	Subaru Legacy 2.5i Premium	CVT	173	2.5 L 4	26	9.1	139
2015–2017	Subaru Legacy 2.5i Premium	CVT	175	2.5 L 4	26	10.2	128
2008–2009	Subaru Outback 2.5i	4 AT	168	2.5 L 4	21	11.8	141
2010–2012	Subaru Outback 2.5i Limited	CVT	170	2.5 L 4	24	10.7	136
2013–2014	Subaru Outback 2.5i Limited	CVT	173	2.5 L 4	24	10.3	137
2015–2017	Subaru Outback 2.5i Premium	CVT	175	2.5 L 4	24	10.5	133
2008–2009	Subaru Outback 3.0 R VDC Ltd	5 AT	250	3.0 L 6	19	8.8	137
2015–2017	Subaru Outback 3.6R Limited	CVT	256	3.6 L 6	22	7.4	134
2014–2015	Subaru XV Crosstrek Hybrid	CVT	160	2.0 L 4	28	10.1	131
2013–2015	Subaru XV Crosstrek	CVT	148	2.0 L 4	26	9.7	130
2016–2017	Subaru Crosstrek	CVT	148	2.0 L 4	26	9.7	130
2008	Suzuki Forenza S	5 MT	126	2.0 L 4	27	9.5	147
2008	Suzuki Forenza S	4 AT	126	2.0 L 4	24	11.3	147
2008	Suzuki Grand Vitara	5 AT	185	2.7 L V6	18	9.5	138
2009–2012	Suzuki Grand Vitara	4 AT	166	2.4 L 4	19	11.0	137
2010–2012	Suzuki Kizashi SE	CVT	180	2.4 L 4	25	9.3	131
2008–2009	Suzuki SX4 Tour. (AWD)	4 AT	143	2.0 L 4	22	12.2	137
2010–2012	Suzuki SX4 Tech. (AWD)	CVT	148	2.0 L 4	24	10.3	129
2008–2009	Suzuki SX4 sedan LE	4 AT	143	2.0 L 4	26	10.6	140
2010–2011	Suzuki SX4 sedan LE	CVT	148	2.0 L 4	26	9.7	137
2008–2009	Suzuki XL-7 Luxury	5 AT	252	3.6 L V6	17	7.7	137
2013–2015	Tesla Model S (85 kWh)	1 D	362	electric	84*	5.6	128
2014–2017	Tesla Model S P85D	1 D	691	electric	87*	3.5	118
2016–2017	Tesla Model X 90D	1 D	417	electric	92*	4.9	127
2008–2009	Toyota 4Runner SR5	4 AT	239	4.0 L V6	16	8.2	132
2010–2017	Toyota 4Runner SR5	5 AT	270	4.0 L V6	18	7.7	131
2017	Toyota 86	6 MT	205	2.0 L 4	30	7.2	126
2008–2010	Toyota Avalon XLS	6 AT	268	3.5 L V6	24	7.1	140
2011–2012	Toyota Avalon Limited	6 AT	268	3.5 L V6	23	7.1	141
2013–2015	Toyota Avalon Limited	6 AT	268	3.5 L V6	24	7.0	132
2016–2017	Toyota Avalon Limited	6 AT	268	3.5 L V6	24	6.6	135
2013–2015	Toyota Avalon Hybrid	CVT	200	2.5 L 4	36	8.2	138
2008–2011	Toyota Camry Hybrid	CVT	187	2.4 L 4	34	8.5	145
2012–2017	Toyota Camry Hybrid	CVT	200	2.5 L 4	38	7.6	133
2008–2009	Toyota Camry LE	5 AT	158	2.4 L 4	24	9.6	139
2010–2011	Toyota Camry LE	6 AT	169	2.5 L 4	26	9.4	142

Model-Year Range	Tested Model	Trans.	HP	Engine	CR's overall mpg	Acceleration 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
2012–2017	Toyota Camry LE	6 AT	173	2.5 L 4	27	8.4	130
2008–2011	Toyota Camry XLE	6 AT	268	3.5 L V6	23	7.1	137
2012–2017	Toyota Camry XLE	6 AT	268	3.5 L V6	26	6.4	136
2008	Toyota Camry Solara	5 AT	225	3.3 L V6	21	7.5	130
2008	Toyota Corolla LE	4 AT	130	1.8 L 4	29	9.8	140
2009–2013	Toyota Corolla LE	4 AT	132	1.8 L 4	32	9.9	136
2009–2013	Toyota Corolla (base)	5 MT	132	1.8 L 4	32	9.0	136
2014–2017	Toyota Corolla LE Plus	CVT	132	1.8 L 4	32	9.9	138
2017	Toyota Corolla iM	CVT	137	1.8 L 4	31	10.0	133
2008–2009	Toyota FJ Cruiser	5 AT	239	4.0 L V6	17	8.0	138
2008–2013	Toyota Highlander Ltd	5 AT	270	3.5 L V6	18	8.0	139
2014–2016	Toyota Highlander XLE	6 AT	270	3.5 L V6	20	7.5	134
2017	Toyota Highlander XLE	8 AT	295	3.5 L V6	22	7.4	134
2008–2010	Toyota Highlander Hybrid	CVT	270	3.3 L V6	24	8.2	140
2011–2013	Toyota Highlander Hybrid	CVT	280	3.5 L V6	27	7.6	140
2014–2017	Toyota Highlander Hybrid	CVT	280	3.5 L V6	25	8.3	138
2008–2017	Toyota Land Cruiser	6 AT	381	5.7 L V8	14	7.3	140
2009–2013	Toyota Matrix S	5 AT	158	2.4 L 4	27	8.3	132
2008–2009	Toyota Prius	CVT	110	1.5 L 4	44	10.5	143
2008–2009	Toyota Prius Touring	CVT	110	1.5 L 4	42	10.6	133
2010–2015	Toyota Prius Four	CVT	134	1.8 L 4	44	10.6	133
2016–2017	Toyota Prius Three	CVT	121	1.8 L 4	52	10.3	135
2012–2015	Toyota Prius Plug-in	CVT	134	1.8 L 4 + E	47**	10.6	139
2017	Toyota Prius Prime	CVT	121	1.8 L 4 + E	69**	10.8	139
2012–2017	Toyota Prius C Two	CVT	99	1.5 L 4	43	11.3	135
2012–2017	Toyota Prius V Three	CVT	134	1.8 L 4	41	10.7	138
2008–2012	Toyota RAV4 Limited	5 AT	269	3.5 L V6	22	6.7	135
2008	Toyota RAV4 (base)	4 AT	166	2.4 L 4	23	9.8	132
2009–2012	Toyota RAV4 (base)	4 AT	179	2.5 L 4	23	10.0	130
2013–2015	Toyota RAV4 XLE	6 AT	176	2.5 L 4	24	9.0	135
2016–2017	Toyota RAV4 XLE	6 AT	176	2.5 L 4	24	9.3	135
2016–2017	Toyota RAV4 Hybrid	CVT	194	2.5 L 4	31	8.7	136
2008, 2010–2017	Toyota Sequoia Limited	6 AT	381	5.7 L V8	15	7.1	146
2011–2013	Toyota Sienna LE	6 AT	187	2.7 L 4	20	10.3	134
2008–2010	Toyota Sienna XLE (AWD)	5 AT	266	3.5 L V6	18	7.7	138
2011–2016	Toyota Sienna XLE (AWD)	6 AT	266	3.5 L V6	19	8.5	139
2008–2010	Toyota Sienna XLE	5 AT	266	3.5 L V6	19	7.8	138
2011–2016	Toyota Sienna XLE	6 AT	266	3.5 L V6	20	8.8	134
2017	Toyota Sienna XLE	8 AT	296	3.5 L V6	21	7.7	137
2008–2011	Toyota Tacoma (base)	5 AT	239	4.0 L V6	17	7.6	131
2012–2015	Toyota Tacoma (base)	5 AT	236	4.0 L V6	17	7.9	139
2016–2017	Toyota Tacoma SR5	6 AT	278	3.5 L V6	19	8.2	146
2008–2017	Toyota Tundra SR5	6 AT	381	5.7 L V8	15	6.7	153
2009–2015	Toyota Venza V6	6 AT	268	3.5 L V6	20	6.9	137
2008–2009	Toyota Yaris 2-dr hatch.	5 MT	106	1.5 L 4	34	9.3	163
2009–2011	Toyota Yaris 4-dr hatch.	4 AT	106	1.5 L 4	30	10.9	130
2012–2017	Toyota Yaris 4-dr hatch.	4 AT	106	1.5 L 4	32	10.8	137
2008–2009	Toyota Yaris sedan	4 AT	106	1.5 L 4	33	11.4	139
2010–2011	Toyota Yaris sedan	4 AT	106	1.5 L 4	32	10.7	129
2017	Toyota Yaris iA	6 AT	106	1.5 L 4	35	10.3	139

Model-Year Range	Tested Model	Trans.	HP	Engine	CR's overall mpg	Acceleration 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
2012–2013	VW Beetle 2.5L	5 MT	170	2.5 L 5	26	8.6	131
2014–2017	VW Beetle 1.8T	6 AT	170	1.8 L 4 T	27	8.4	136
2009–2012	VW CC Luxury	6 AT	200	2.0 L 4 T	24	7.7	131
2013–2017	VW CC Sport	seq 6	200	2.0 L 4 T	26	7.5	133
2008–2016	VW Eos Lux	seq 6	200	2.0 L 4 T	25	7.9	135
2010–2014	VW Golf TDI	6 MT	140	2.0 L 4 TDI	38	9.4	132
2010–2014	VW Golf 2.5	6 AT	170	2.5 L 5	24	8.6	131
2015–2017	VW Golf 1.8T	6 AT	170	1.8 L 4 T	28	8.7	130
2017	Volkswagen Golf Alltrack	seq 6	170	1.8 L 4 T	25	8.5	124
2015	VW Golf SportWagen TDI	seq 6	150	2.0 L 4 TDI	37	9.3	133
2008–2009	VW GTI	6 MT	200	2.0 L 4 T	25	6.7	134
2010–2014	VW GTI	6 MT	200	2.0 L 4 T	27	7.2	133
2015–2017	VW GTI	6 MT	210	2.0 L 4 T	29	6.6	132
2008–2010	VW Jetta 2.5	6 AT	150	2.5 L 5	24	9.4	140
2011–2013	VW Jetta SE (2.5)	6 AT	170	2.5 L 5	25	9.7	144
2014–2016	VW Jetta SE (1.8T)	6 AT	170	1.8 L 4 T	30	8.5	137
2016–2017	VW Jetta SE (1.4T)	seq 6	150	1.4 L 4 T	32	9.1	131
2012–2017	VW Jetta GLI (2.0T)	6 MT	200	2.0 L 4 T	27	7.2	132
2013–2015	VW Jetta Hybrid SE	seq 7	170	1.4 L 4	37	8.1	138
2009–2010	VW Jetta TDI	seq 6	140	2.0 L 4 TDI	33	9.8	137
2011–2014	VW Jetta TDI	seq 6	140	2.0 L 4 TDI	34	9.5	130
2015	VW Jetta TDI	seq 6	150	2.0 L 4 TDI	39	9.3	130
2009–2014	VW Jetta SportWagen TDI	6 MT	140	2.0 L 4 TDI	36	9.7	139
2009–2014	VW Jetta SportWagen SE	6 AT	170	2.5 L 5	23	9.3	137
2008–2010	VW Passat 2.0T	6 AT	200	2.0 L 4 T	24	7.7	135
2012–2013	VW Passat SE (2.5)	6 AT	170	2.5 L 5	25	9.7	136
2014–2017	VW Passat SE (1.8T)	6 AT	170	1.8 L 4 T	28	8.6	129
2008	VW Passat (V6)	6 AT	280	3.6 L V6	22	6.8	135
2012–2017	VW Passat (V6)	seq 6	280	3.6 L V6	23	6.8	132
2012–2014	VW Passat TDI SE	seq 6	140	2.0 L 4 TDI	37	9.8	132
2015	VW Passat TDI SE	seq 6	150	2.0 L 4 TDI	36	9.7	132
2008	VW Passat wagon (AWD)	6 AT	280	3.6 L V6	20	7.0	138
2008	VW R32	seq 6	250	3.2 L V6	22	6.4	134
2008–2009	VW Rabbit S	6 AT	170	2.5 L 5	24	8.5	128
2009–2010	VW Routan SEL	6 AT	251	4.0 L V6	16	8.6	147
2009–2011	VW Tiguan SEL	6 AT	200	2.0 L 4 T	20	8.6	137
2012–2017	VW Tiguan SEL	6 AT	200	2.0 L 4 T	21	8.5	140
2008–2010	VW Touareg 2	6 AT	280	3.6 L V6	15	8.5	143
2011–2015	VW Touareg TDI	8 AT	225	3.0 L V6 TDI	24	8.4	135
2008–2013	Volvo C30 T5	6 MT	227	2.5 L 5 T	25	7.2	143
2008–2013	Volvo C70 T5	5 AT	227	2.5 L 5 T	21	8.3	133
2008–2011	Volvo S40 2.4i	5 AT	168	2.4 L 5	23	9.4	135
2008–2009	Volvo S60 2.5T	5 AT	208	2.5 L 5 T	22	7.9	140
2012–2014	Volvo S60 T5	6 AT	250	2.5 L 5 T	23	6.7	134
2015–2017	Volvo S60 T5 Drive-E	8 AT	240	2.0 L 4 T	25	7.9	128
2008–2013	Volvo S80	6 AT	235	3.2 L 6	20	8.6	139
2017	Volvo S90 T6	8 AT	316	2.0 L 4 T	23	7.2	130
2008–2011	Volvo V50 T5	5 AT	218	2.5 L 5 T	20	8.5	139
2015–2017	Volvo V60 CC	6 AT	250	2.5 L 5 T	21	8.1	127
2010–2017	Volvo XC60 T6	6 AT	281	3.0 L 6 T	17	7.4	132
2008–2015	Volvo XC70	6 AT	235	3.2 L 6	18	8.5	135
2008–2011	Volvo XC90	6 AT	311	4.4 L V8	16	7.6	136
2013–2014	Volvo XC90	6 AT	240	3.2 L 6	17	9.6	136
2016–2017	Volvo XC90 T6	8 AT	316	2.0 L 4 T	20	7.7	126

POPULARITY OF MANUFACTURER CERTIFIED PREOWNED VEHICLES
Sales have increased by one million units over 10 years.



How to Avoid a Lemon

A careful evaluation before buying will help you steer clear of a car with hidden problems.

Even a normally reliable vehicle can become a problem if it's not properly maintained. Worse is one that has hidden damage from an accident or flood that can affect its performance, safety, or reliability. That's why it's important to thoroughly check out any vehicle you intend to buy. The last thing you want is to pay thousands of dollars for a set of problems someone else is trying to get rid of. In this chapter, we'll tell you how to size up a vehicle by asking the right questions, how to perform a preliminary inspection and test drive, explain how to check a vehicle's past for hidden problems, and discuss the pros and cons of certified used cars.

PHOTO: GETTY IMAGES

Ask the Right Questions

When you've found a vehicle or two you're interested in—whether being sold by a dealership or privately—begin sizing up their condition and history over the phone. You can make some copies of the checklist on page 59 to help you keep notes of the conversation. Ask some basic questions. The answers can help you determine whether it's worth a trip to take a closer look, particularly if you're buying from a private party. Break the ice with soft questions such as the car's color, but get specific about its condition, features, and history. Any strange or far-fetched answers should put you on guard.

"How many miles does it have?" If the mileage is higher than 20,000 per year or lower than 5,000, ask why. A high-mileage car used on a long highway commute is better than if it did a lot of short trips or stop-and-go driving. Still, take any "these were all highway miles" claim with a grain of salt. Low mileage is nice, but it is no guarantee of gentle care.

"How is it equipped?" Whether they're listed in the ad or not, ask about key features: transmission type, electronic stability control, A/C, airbags, audio system, cruise control, and power windows, locks, seats, Bluetooth, rear-view camera, and navigation. Double-checking the features could produce some telling comments.

"What's the car's condition?" Start broad and see where the seller takes it. He or she could bring up something you wouldn't have thought to ask about.

"How about the body and interior?" If these areas weren't covered before, ask about them specifically.

"Has it been in an accident?" If yes, ask about the extent of the damage, the cost of repairs, and the shop that did the work. Don't worry too much about minor scrapes, but think twice about a car that has been in a serious crash.

"Do you have service records?" You want a car that has been well cared for. It should have had maintenance performed at regular manufacturer-specified intervals. Be skeptical if the owner claims to have done the maintenance but can't produce any receipts. Ask for receipts for any new muffler, brakes, tires, or other parts that have been replaced. Repair-shop receipts normally note the car's odometer reading, helping you verify the car's history.

"Has the car been recalled?" Ask if any safety-recall work was performed or, more importantly, still needs to be done. Dealerships keep records of that. Note the mileage when work was performed. To learn more about recalls and technical service bulletins, turn to page 60 or visit CR.org/carrecalls.

QUESTIONS FOR PRIVATE SELLERS

"Have you owned it since it was new?" You want to be able to piece together the car's service history. Be wary about a car that has changed hands several times in a few years.

"Are you the person who drove it the most?" Ideally, you want to meet the car's principal driver, or drivers, to see whether they strike you as responsible.

"Why are you selling the car?" Look for a plausible explanation rather than an interesting story. If the answer sounds evasive, be wary.

PHOTO: JGI/JAMIE GRILL/BLEND

Inspect It Carefully

No matter who you buy from, always look over the vehicle thoroughly and take it to a mechanic for a complete inspection. Dress in old clothes and give the car a good going-over.

Take along a friend for help. Do your inspection in daylight on a dry day, because floodlights can make cars look shiny and hide body defects. The car should be parked on a level surface and shouldn't have been driven for at least an hour before your inspection. The checklist on page 59 can help keep you organized and has room to note any problems.

EXTERIOR

■ **Body condition.** Check each panel and the roof, looking for scratches, dents, and rust. Watch out for misaligned panels or large gaps, which can indicate either sloppy assembly at the factory or shoddy repair. The paint color and finish should be the same on every body panel.

If you think a dent may have been

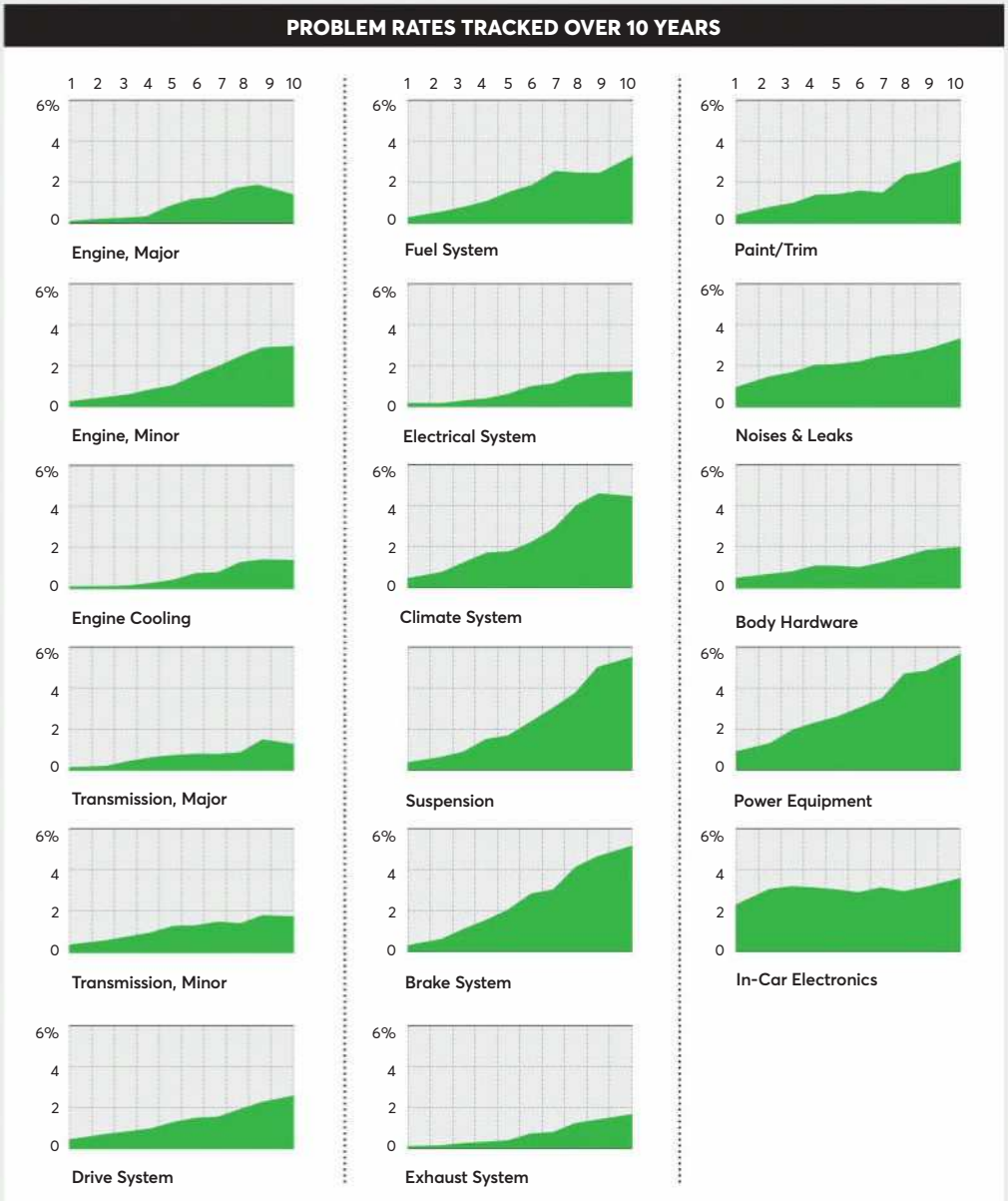
Problems as Cars Age

EVEN THE BEST CARS develop problems as they rack up the miles. Parts wear, break down, and ultimately need replacement, following the natural order for any car. But components wear at different rates.

Breaking out the data from our Annual Auto Survey, as highlighted in the charts at right, reveals trends among the 17 potential trouble areas. For each of the listed trouble spots, we plotted the percentage that the problem rates increased over time, from 1-year-old vehicles all the way up to 10-year-old ones.

Most categories cover multiple subsystems. For example, Power Equipment, the most frequently cited problem in older models (six- to 10-year-old cars) includes keyless entry, gauges, tire pressure monitors, wiper motor and washer, body control modules, and the heated and cooled seats.

Turn to the Vehicle Profiles, starting on page 96, to see what each trouble spot includes.



patched, put a small magnet on it. The magnet won't stick to an area with body filler. If other parts of the car have been repainted, there may be paint adhering to the rubber seals around the hood and trunk lid.

Minor cosmetic flaws and light scratches are no cause for concern, but rust is. Check the body for blistered paint or rust. Also inspect the wheel wells, the panels beneath the doors, and the door bottoms. Bring a flashlight to look inside the wheel wells for rust.

Open and close each door, the hood, and the trunk. Gently lift and let go of each door, particularly the driver's door. If it seems loose on its hinges, the car has seen hard or long use. Inspect rubber seals for tearing or rot.

■ **Glass.** Look carefully at the glass to make sure there are no cracks or large, pocked areas. A small stone chip may not be cause for alarm, though you should bring it up in negotiations. But cracks in the windshield will worsen and lead to a costly repair.

■ **Suspension.** Walk around the car to see whether it's sitting level. Push down each corner. If the shock absorbers are in good shape, the car should rebound just once, not bounce up and down. Grab the top of each front tire and tug it back and forth. If you feel play in it or

hear a clunking sound, the wheel bearings or suspension joints may be shot.

■ **Lights and lenses.** Have a friend confirm that all lights are working. Make sure all light lenses and reflectors are intact and not cracked, fogged with moisture, or missing.

■ **Tires.** You can tell a lot from the tires. A car with less than, say, 20,000 miles should probably still have its original tires. Be wary of a low-mileage car with new tires; the odometer may have been rolled back. Also check that all four tires are the same. Any different tires may show they have been replaced.

Treadwear should be even across the width of the tread, and the same on the tires on the left and right sides of the car. Ask whether the tires have been regularly rotated. If not, the wear is usually more severe on the drive wheels.

Aggressive drivers tend to put heavy wear on the outside shoulder of the front tires, at the edge of the sidewall. Assume the car has been driven hard if that area shows heavier wear.

Tires that have been driven while overinflated tend to wear more in the middle than on the sides. Chronically underinflated tires show more wear on the sides. Cupped tires—those worn unevenly along the tread's circumference—may be a sign of a problem with the steering, suspension, or brakes.

Tires must have at least 1/16 inch of tread to be legal. Check the tread depth with a tread-depth tool—available at auto-parts stores—or a quarter. Insert the quarter into the tread groove, with Washington's head down. If you can see the top of his head, the tire should be replaced.

Examine the sidewalls for scuffing, cracks, or bulges, and look for dents or cracks on each wheel. Be sure to check that the spare is in good shape and the proper jack and lug wrench are present.

INTERIOR

The inside of a car may matter most because that's where you'll spend the majority of the time you own the car.

■ **Odor.** When you first open the car door, sniff the interior. A musty, moldy, or mildewy smell could indicate water leaks. Remove the floor mats and check for wet spots on the carpet. An acrid smell may indicate that the car was used by a smoker. Check the lighter and ashtray for evidence. Some odors, such as mold or smoke, can be very hard to get rid of. If you don't like what you smell, find another car.

■ **Seats.** Try out all the seats, even if you probably won't sit in the rear. Upholstery shouldn't be ripped or badly worn, particularly in a car

PHOTO: GETTY IMAGES

Don't Get Stuck With a Problem Vehicle

IT'S EVERY USED-CAR buyer's nightmare: getting a rebuilt wreck despite doing extensive research.

That's because these rebuilt wrecks are difficult to spot. Even buying a model known for reliability is no guarantee that it won't have problems.

That's what Deborah Boulet of Canterbury, Conn., found when she bought a used 2011 Mazda3 and discovered water leaking into its trunk on the day she took delivery. Upon further investigation, her attorney found that the car had been hit by a snowplow and shoddily repaired.

As she fought a legal battle to get the dealership to buy back her car, Boulet would constantly use towels to soak up the water that pooled in the trunk. "I don't trust this car at all anymore, and I drive it as little as possible," she said. "It's been a nightmare."

According to CarFax, a service that provides vehicle history reports, about 20 percent of the vehicles on the road have some sort of accident damage.

Consumer Reports has found that reports from CarFax and its main competitor, AutoCheck, can't catch everything. Differing state laws governing salvage titles allow for loopholes big enough to drive a rebuilt wreck through.

Often, even when a car's title is conspicuously labeled as salvaged, consumers such as Boulet never see it. This is why it is important to see the title before you buy a used car, and be especially wary of any car with a "lost" title.

One of the best ways to protect yourself from hidden problems is to hire your own mechanic to inspect any car that you are serious about buying. But you should first look for these telltale signs in any car you are considering, in order to thin the herd:

The Close Up Inspect each body panel for scratches, dents, or rust. Look under windowsills or fender edges for masking-tape marks, indicating paintwork.

Straight and Narrow Uneven panel gaps around the fenders, doors, hood, and trunk can mean shoddy repair.

Blend Well Be sure the paint color and finish are uniform, and check inside doorjambs for dull-looking overspray.

Attractive Personality Run a magnet along doors and fenders. If it doesn't pull toward the car, there may be body filler under the paint.

Crystal Clear Check for moisture fogging in the lights.

Tread Lightly Make sure the tires have even treadwear. New tires may hide problems.

Rust Bucket A coating of rust on bolts or hinges inside the doorjamb is a clue that the car may have been submerged.

Sniff Test A musty, moldy smell in the interior or trunk could indicate water damage.

Inside the Tailpipe Black, greasy residue inside means that the engine is burning oil.

with low mileage. Try all the seat adjustments to make sure they work properly and that you can find a good driving position.

■ **Pedals.** The rubber on the brake, clutch, and gas pedals gives an indication of use. A car with low miles shouldn't show much wear. Pedal rubber that's worn through in spots—or brand new—indicates that the car has been driven a lot.

■ **Instruments and controls.** Turn on the ignition switch without starting the engine. You should make sure that all of the warning lights—including the "check engine" light—illuminate for a few seconds and go off when you start the engine. Note whether the engine is hard to start when cold and if it idles smoothly. Then try out every switch, button, and lever.

With the engine running, turn on the heater full blast to see how hot it gets, and how quickly. Switch on the air conditioning and make sure it quickly blows cold.

■ **Sound system.** Check reception on AM, FM, and satellite radio. If there's a CD player, try loading and ejecting a disc. Bring along your smartphone or MP3 player to test the connection. Try pairing the device via Bluetooth, if the car is so equipped.

■ **Roof.** Check the headliner and roof trim for stains or sags to see whether water is leaking through ill-fitting doors or windows. If equipped with a sunroof or moonroof, check to see that it opens and closes properly and seals well when shut. Inspect the convertible top for tears by shining a flashlight up into it.

■ **Trunk.** Use your nose as well as your eyes. Sniff and look for signs of water entry. See whether the carpeting feels wet or smells musty, and check the spare-tire well for water or rust.

Look and Feel
Check the color and consistency of the engine oil.

UNDER THE HOOD

It's best to make these checks with the engine cool. First inspect the general condition of the engine bay. Dirt and dust are normal, but be wary if you see oil splattered about or on the pavement below. Also be on the lookout for a battery covered with corrosion, or wires and hoses hanging loose.

■ **Hoses and belts.** Squeeze the various rubber hoses running to the radiator, A/C, and other parts. The rubber should be firm and supple, not rock-hard, cracked, or mushy. Feel the drive belts to determine whether they are frayed.

■ **Fluids.** The owner's manual will point out where to look to check all fluid levels. Engine oil should be dark brown or black, but not gritty. If the oil is honey-colored, it was just changed. If the dipstick has water droplets on it or shows gray or foamy oil, it could indicate a cracked engine block or blown head gasket, two serious problems. Transmission fluid should be pinkish, not brown, and smell like oil, with no "burnt" odor. The dipstick shouldn't leave visible metal particles on the rag, another sign of a serious problem. Check the automatic-transmission fluid with the engine warmed up and running. On some vehicles, the dipstick has two sets of marks for checking when the engine is either cold or warm. Power-steering and brake fluids should be within the safe zone.

■ **Radiator.** Look into the plastic reservoir that's connected by a rubber hose to the radiator. The coolant should be greenish or orange, not a milky or rusty color. Greenish stains on the outside of the radiator are a sure sign of leaks.

■ **Battery.** Some "maintenance-free" ones have a built-in charge indicator: Green usually means the battery is in good shape, and yellow or black usually means it's dying. These reveal the condition of just one cell and may not give an accurate reading on the health of the whole battery.

If the battery has filler caps, wipe off the top with a rag, then carefully pry off or unscrew the caps to look at the liquid level. A low level may mean that the battery has been working too hard. Any competent mechanic can check out the charging system and do a "load test" on the battery.

Under the Vehicle

If you can find where the vehicle is usually parked, look for marks from old puddles of gasoline, oil, coolant, or transmission fluid. Clear water that drips from under the car on a hot day is probably just water condensed from the air conditioner.

Feel the tailpipe for residue. If it's black and greasy, it means burnt oil. Tailpipe smudge should be dry and dark gray. Though some rust is normal, heavy rust could mean the vehicle needs a new exhaust system.

If the vehicle is high enough to slide under, you may be able to do some basic checks underneath. (If not, make sure your mechanic checks it.) Spread

an old blanket on the ground and look under the engine with a flashlight. If you see oil drips, oily leaks, or green or red fluid on the engine or the pavement beneath the car, it's not a good sign.

On a front-wheel-drive car, examine the constant-velocity-joint boots, which are the round, black-rubber bellows at the ends of the axle shafts. If they are split and leaking grease, assume that the car has bad CV joints, another costly repair.

Structural components with kinks and large dents in the floor pan or fuel tank all indicate a past accident. Welding on the frame suggests that a section might have been replaced or cut out to perform repair work. Fresh undercoating may hide recent structural repairs.

Visit Your Mechanic

Before you close the deal, have the car scrutinized by a repair shop that routinely does diagnostic work. A dealer should have no problem lending you the car to have it inspected as long as you leave identification. If a salesperson tells you that an independent inspection is not necessary because the dealership has already done it, insist on having your mechanic look at it. If a private seller is reluctant to let you drive the car to a shop, offer to follow the seller to the shop where the inspection will take place.

> Invest a reasonable amount of time investigating up front in order to reduce the chance you'll end up buying a car that's troublesome down the road.

A thorough diagnosis should cost around $100, but check the price in advance. Ask the mechanic for a written report detailing the car's condition, noting any problems found and the cost to repair them. You can then use the report when you begin to negotiate with the seller.

If you don't know of any repair shops, try to get a referral. You can also ask for the name of a good shop at a local auto-parts store. If you can't get referrals, look on for a nationwide vehicle inspection service, such as SGS (sgs.com) or Carchex (carchex.com), or at the Car Care Council (carcare.org), an organization supported by the auto aftermarket industry. Note that there are no performance criteria for shops listed on the site.

To check for complaints about any shops, research the companies at the Better Business Bureau's website. Members of the American Automobile Association (AAA) can use one of its recommended facilities.

If you're visiting a shop for the first time, look for certificates or window decals from AAA or the National Institute for Automotive Service Excellence (ASE). AAA-certified garages must meet certain quality standards. The ASE grants certificates to mechanics who pass exams in any of eight areas of expertise. The institute does not certify shops as a whole, but if 75 percent of the employees are ASE-certified, the shop can carry the seal.

PHOTO: GETTY IMAGES

The Effective Test Drive

This is your chance to see how the vehicle performs and whether you can detect any problems with its drivetrain, steering, suspension, brakes, or other important systems.

Drive all the vehicles that you're considering on the same day so that you can compare them more easily. Try to drive them as long as possible—at least 30 minutes—and over different types of road surfaces and in various driving conditions. Plan your own driving route in advance. A salesperson or private seller may suggest routes that hide or minimize problems.

Try to eliminate as many distractions as possible. Many dealerships may insist on sending someone along with you, and a private seller will certainly want to be present. Because the last thing you need is someone jabbering in your ear while you're trying to concentrate, have a friend or relative engage in conversation with the salesperson or seller.

Following are some of the major things you should concentrate on during your test drive. All cars have different personalities, and it's important to find one that matches yours. Things that might seem insignificant now, such as the shape of the seats, could become major irritants later.

■ **Ride comfort.** Is the ride soft, harsh, or somewhere in between? Does the suspension isolate you from the road, or do you feel every bump and ripple? Some suspensions feel comfortable over bumps but tend to be floaty, jouncing up and down a bit after a large bump. Look for a vehicle that feels tight and controlled over bumps, but not harsh.

Ride comfort is determined by a vehicle's suspension, tires, and even its seats, but it's certainly one attribute measured by personal preference. Sporty cars, and even some sedans, have a firm ride, a common trade-off for sharp handling characteristics.

Certified Used Cars: Are They Really Worth the Price Premium?

DEALERS TOUT THEM, and buyers look for the label, but is there an advantage to a "certified preowned" vehicle? Or are buyers merely plunking down cash for an expensive limited warranty?

By definition, a "certified" used car is one that has been vetted and deemed to be in better operating condition than its peers. In reality, that's not always the case.

Certified cars tend to cost thousands of dollars more than a typical used car—much of that upcharge is due to an included warranty or service contract. Consumer Reports has historically advised against paying extra an extended warranty—one of the program's main selling points.

Actuarial data shows that you might be better served saving the cash you're putting into the premium price of a CPO car and using it for repairs on a non-certified car.

But if your CPO car has a major repair covered within its warranty period, you'll be thankful you have that warranty. And the dealer's inspection of a car for certification might sniff out items that could become big problems later.

Pricey Protection The average amount paid in 2014 for a car labeled "certified pre-owned."

The inspection also should ensure that any outstanding recalls have been addressed.

Although CPO cars usually come with an extended warranty, dealers may push buyers toward a service contract that covers routine maintenance. Those costs can get expensive as mileage hits major service milestones at 60,000 miles and beyond.

Be wary. There are various degrees of certification. A used car may be advertised as certified, but it may not have the backing of an official automaker certification program. Some dealers certify cars themselves or sell third-party certifications. This type of CPO program brings certain risks. For instance, you could be stuck in a paperwork snarl when it comes time to make a warranty claim, especially if you seek work at another facility. You need to be aware of the differences, and you should ask the dealer to provide official documentation so that you know what kind of warranty you are buying. Also, not all certifications may be transferable from a previous owner to the next owner.

We recommend that you have any used vehicle—certified or not—inspected by a trusted independent mechanic, preferably one experienced in auto-body work. Not all dealers will let you drive a car off the lot without a chaperone salesman, but a trustworthy dealer should understand your interest in getting an unbiased opinion.

Most important, just because a car is certified does not necessarily mean it is trouble-free. Don't assume the vehicle hasn't been wrecked, flooded, or suffered other serious damage—or even that it has been properly inspected.

Consumers have taken legal action claiming that certified inspections were not properly performed, or that certified vehicles had serious defects, some of which affected vehicle safety.

Bottom line. We think it's fine to buy a noncertified car and bank any savings. Choose a reliable model and a vehicle that receives your mechanic's approval. If you choose a CPO, be sure to read the fine print on any warranty that is offered to determine whether the vehicle has been certified by a manufacturer, dealer, or third party.

ILLUSTRATION: RYAN VULK

This may not be for everyone. Some buyers who excitedly bought a sporty car regretted it later because the stiff ride seemed to accentuate every little bump in the road. To confirm your preference, drive several comparable vehicles to evaluate the differences. Be sure the ride you experience during your test drive is one you can tolerate for as long as you own the car.

■ **Acceleration.** Make sure that the engine provides adequate acceleration when starting from a stop, and that you can merge safely into highway traffic. Acceleration depends primarily on the engine power, but it is also closely linked to the transmission. A great engine coupled with a mediocre transmission will deliver less-than-stellar performance. Conversely, a fairly small engine can appear much better in combination with a modern, well-designed manual or automatic transmission.

One of the real benefits of a test drive is to see whether you like the powertrain. If so, that's great; if not, now is the time to change your selection or keep looking. During your test drives, be sure to try quick acceleration from a stop, and a rolling merge into fast freeway traffic.

■ **Braking.** Do the brakes feel responsive without being too jerky? Braking is hard to evaluate thoroughly, but you can do a basic assessment. Feel how the vehicle responds when you depress the pedal, both softly and with more force. It should be smooth, and it should be easy to get just the amount of stopping power you need without the car stopping too quickly or not quickly enough.

■ **Steering and handling.** Does the car respond well to quick steering maneuvers? Does it stay on course when driving straight ahead on the highway, or does it need continual corrections? Does the car feel relaxed or too twitchy to be comfortable? And does it stay relatively composed on rough roads?

Vehicle response to quick steering maneuvers is a key factor in avoiding emergency situations, so it's important that you're comfortable with how your vehicle responds. It should be easy and controllable to maneuver along the road. The steering should not be so sensitive that it feels tense and not so slow that it takes a lot of turning to make a maneuver. You should also get good feedback through the steering wheel about what the car is doing on the road. Some steering systems feel numb and disconnected from the road.

While driving slowly, turn the wheel a little right and left to make sure there's not a big dead space in the center. Many vehicles have variable power steering, which makes them feel one way on the highway and another at slow speeds, like trying to maneuver into a tight parking space. You want the steering to feel light at parking speeds, with a firmer and more communicative feel at cruising speeds.

An important note: You can't test a vehicle at its handling and braking limits on a public road to see how it would respond in an emergency situation, such as trying to avoid an accident.

For this, see our road-test reports at CR.org. We tell you how each car responded to our braking and emergency-handling tests, and give individual ratings for overall braking and emergency handling.

■ **Quietness.** Consider engine, wind, and road noise, as well as squeaks and rattles. Turn off the radio and drive with the windows closed so that you can hear what else is going on. Most cars suffer from some background noises. The question is whether the ambient sounds are at a level you can live with.

Engine noise has to do with the quality of the engine as well as its size and configuration. Four-cylinder engines are often the noisiest; V6 and V8 engines are far quieter. If any engine sounds coarse and loud under heavy acceleration or at highway speed, it could become more annoying later. Engines don't get quieter with age.

Wind noise is the next biggest annoyance, and side-view mirrors are the major culprits. Poorly designed mirrors roar and whistle, unlike better-designed ones. You should have little trouble telling which is which during your test drive.

Listen at highway speed for wind

› USED-CAR CHECK UP

BUICK VERANO | Even if you are considering a model with strong reliability, it's wise to have mechanic inspect it before making a purchase.

noise coming through the roof. Leaky sunroof trim or roof rails may make a whistling sound.

High-performance tires on sporty cars and off-road tires on SUVs and pickup trucks create the most tire noise. It can be annoying, but buyers who want those kinds of tires are usually willing to put up with the noise. The test drive is a good way to determine your tolerance level.

Visibility. This takes into account a number of design factors, such as seating position, mirror effectiveness, and body design. It can vary greatly, even among similar vehicles. Several back-to-back test drives will quickly show which have the best visibility. And don't forget to check behind you when reversing. See page 19 for more about backup safety and blind zones.

The Problem of Salvage Vehicles

Repairing and reselling "salvage" vehicles is a very large business. About 1 million salvage vehicles are returned to the road each year, according to the National Association of Consumer Advocates (NACA), an organization of attorneys who represent consumers victimized by fraudulent or abusive business practices.

Though it is possible to restore such a vehicle to good condition, rebuilders often cut costs to make a profit. Even if they try to do a good job, no one can predict the crashworthiness and mechanical reliability of the vehicles.

Similar concerns affect the estimated 60,000 vehicles that are repurchased by manufacturers under state lemon-law programs. Many are resold at retail. Lemons usually don't have the severe problems you'd expect with salvage cars. But it can be very difficult to verify that a chronic defect has been corrected.

State laws differ on what they define as salvage vehicles and on how—or even if—those vehicles need to be inspected and buyers informed before resale. Your state DMV can explain how to spot a salvage title.

Consumer Reports found that

7 Steps to Protect Yourself When Buying a Used Car

PHOTO: GETTY IMAGES

Have it inspected.

Just because a report is clean doesn't mean the vehicle has no problems. Some dealers who have provided "clean" reports are using them in court as a defense against charges that they knew a vehicle was a former wreck when they sold it. We also know cases of dealers altering reports that showed problems. So before buying a used car, take it to an independent mechanic to have it checked for any evidence of damage.

Don't skip the test drive.

Make note of unusual squeaks or rattles. If a car pulls to one side or tracks poorly, that might hint at previous damage. Check the backs of body panels and doorjambs for paint overspray, a signal that the car might have had bodywork. The smell of mildew or mold could indicate water damage.

Check the title.

Always inspect the title document. Look for anything indicating that the vehicle had been wrecked, repurchased under a state lemon law program, flooded, or had any other problem. Verify that the odometer statement doesn't conflict with the number in the car.

Ask for a history report.

CarFax and AutoCheck reports were the most reliable and complete. If the report isn't recent or you suspect it has missing or fabricated information, verify it with the service. Some dealers offer free reports directly from the services.

Read the disclosures.

The reporting companies have many disclosures explaining the limits of the information and any guarantees they're providing.

Be redundant.

One report might be clean but another might not be. If the seller doesn't provide you with a report, check with the free or inexpensive services first. In our tests, VINCheck wasn't as thorough as commercial reports, but it identified vehicles that had been deemed a total loss. Because of regulations enacted after our test, National Motor Vehicle Title Information System reports, which cost a few dollars, should find vehicles sold through insurance salvage auctions, including clean-title wrecks. If reports from those sources are clean, consider also getting one from CarFax ($35) and AutoCheck ($30). Along with total-loss information, they might provide warnings about odometer tampering and non-total-loss collisions.

Register to get the buyback protection.

To take advantage of the limited "buyback" guarantees that CarFax and AutoCheck provide, you must register the purchase with the service within 90 days. Remember, even clean reports from all services don't guarantee that the vehicle doesn't have damage or other problems.

differing standards have led to interstate trafficking of salvage and lemon vehicles. Even if titles of former lemon and salvage vehicles are conspicuously branded or labeled as such, those who buy a used car from a dealership often never see the previous title.

If you've unknowingly purchased a salvage vehicle or rebuilt lemon, contact your state consumer and motor vehicle officials. You can check with NACA (naca.net), which keeps a list of lawyers who specialize in such cases.

Before you buy, check to see what protection your state offers and what's required of the seller. The Federal Trade Commission requires used-car dealers to post a "buyer's guide" on every used car, which details in writing all warranty information. Keep this after the sale.

Used-Car History Reports

Used-car buyers are increasingly dependent on vehicle-history reports to make sure that they're not getting a vehicle that was crashed, stolen, flooded, or subjected to any other calamities. Many dealerships give free history reports to consumers. Those reports provide useful information, but it's what they can miss that should worry you.

To test the veracity of history reports, in 2009 we ordered them for dozens of vehicles advertised at such websites as eBay Motors and eRepairables.com. The ads included photos showing smashed or missing body panels or other accident-related damage, along with the vehicle identification number (VIN).

Many reports returned "clean" results, sometimes from all five services: CarFax (carfax.com), AutoCheck (autocheck.com), the free VINCheck from the National Insurance Crime Bureau (nicb.org), and two services with information from the federal government's National Motor Vehicle Title Information System database (nmvtis.gov).

Not all of the vehicles we investigated had been damaged recently. We first checked some in 2006, largely with the same results. In some cases for those vehicles, the earlier accidents were since added to the history reports, a problem if you paid top dollar for a used car based on an earlier "clean" report and now want to sell it.

About 1 million salvage vehicles are returned to the road each year, and some are sold to unknowing buyers.

We found that the reports were most likely to be incorrect for vehicles that had serious damage, but for various reasons were not declared a total loss.

"Salvage," or a similar notation on the title, is required by many states for vehicles with extensive damage. Wrecks can maintain clean titles if the vehicle doesn't have collision insurance, is self-insured as with many rental and fleet vehicles, or has damage falling below the "total loss" threshold, which can vary by state.

Clean-title wrecks, especially those with clear history reports, are popular at auctions because buyers can repair the vehicles and then resell them to unsuspecting consumers.

CarFax and AutoCheck guarantee they'll buy back any vehicle a customer bought based on an erroneous report they provided. But there are gotchas.

To take advantage of the program, you'd have to prove the vehicle had a "branded" title, and the information had been on file with a state motor-vehicle agency that provides data to the reporting services. Vehicles branded as "recovered stolen" or "theft" aren't covered. In addition, the guarantees are valid for one year after the report was issued and apply only if you registered the purchase with the history report provider within 90 days. Last, vehicles with titles that were branded less than 60 days before the history report was issued are excluded from coverage. That's because of the delay between the time a title is branded and the event is reported to the reporting services.

Despite the problems, we did find the reports useful. For example, for vehicles that we knew had branded titles, the services usually reliably reported the problem, especially CarFax and AutoCheck, which didn't miss any. Moreover, there were several cases in which damaged vehicles with clean titles were nevertheless flagged by CarFax and AutoCheck based on accident reports the two providers received from some police departments and other agencies.

There's also a good chance that the services will know about a previously branded title, even if a clean one has since been issued. Scammers sometimes patch up wrecks and re-title them in states with less stringent rules–a process known as "title washing."

We appreciated some of the extras that come with CarFax and AutoCheck, including a list of ownership changes, periodic odometer readings, occasional maintenance records, and details about whether vehicles were ever rentals or leased. Keep in mind we had no way of verifying the information or knowing if anything was omitted.

And a final reason to get a report: Even if a used car or truck checks out with a mechanic, having an accident or other blemish on a history report–even if it's incorrect–can seriously reduce a vehicle's value later when you sell it.

PHOTO: GETTY IMAGES

Consumer Reports' Used-Car Checklist

Use this form to log key information from your used-car test drive.

Vehicle Description			
Year:	**Make:**	**Model:**	**Trimline:**
Body: ☐ Sedan ☐ Hatchback ☐ Coupe ☐ Convertible ☐ Wagon ☐ Minivan ☐ Pickup ☐ SUV			
Engine: Cylinders _____	Displacement _____ (liters)	Odometer reading _____	
Color:			
Upholstery Material: ☐ Cloth ☐ Leather		**Vehicle Identification Number (VIN):**	
Owner's Name:	**Town:**	**Phone Number:**	

Inspection
EXTERIOR
☐ Shocks and struts rebound just once or twice after bouncing ☐ No play in wheel bearings
Finish: ☐ Paint smooth, not peeling or blistered ☐ No dents ☐ No scratches ☐ No rust ☐ Body panels fit well
☐ Color and finish match ☐ No damage evident on underside of hood or trunk
Doors, Hood, Trunk Lid: ☐ Open and close smoothly ☐ Hinges tight ☐ Rubber seals intact
Body Condition Notes:
Lights Working: ☐ Front ☐ Rear ☐ Brake ☐ Backup ☐ Fog lights ☐ License plate light(s) ☐ Lenses intact
Tires: ☐ Same brand on all ☐ Wear even ☐ Rims not dented or rusted ☐ Tread depth okay (use quarter test) Tire size:
Glass: ☐ No chips or cracks
INTERIOR AND INSTRUMENT PANEL
☐ No musty smell ☐ Carpets okay ☐ Floor mats present ☐ Carpet/under mats dry ☐ Wear on pedal rubber agrees with odometer
☐ Upholstery in good shape ☐ Seats in good shape ☐ Driving position comfortable
Controls Working: ☐ Headlights ☐ Turn signals ☐ Horn ☐ Windshield wiper/washer ☐ Climate system
☐ Air conditioner ☐ Seat heater ☐ Dome/map/panel lights ☐ Window switches ☐ Seat adjustments
☐ Power seat(s) ☐ Sunroof ☐ Power locks ☐ Power mirrors ☐ Key-fob remote
☐ Sound system: ☐ AM ☐ FM ☐ Tape ☐ CD ☐ USB/AUX input
Interior Notes:
TRUNK
☐ Spare tire okay ☐ Full-sized spare ☐ Limited-service spare ☐ Jack and all tools present ☐ No moisture or rust in trunk or spare-tire well
General Condition:
ENGINE COMPARTMENT
☐ Wiring-harness plastic armor flexible ☐ Wiring connectors neat ☐ No aftermarket wiring ☐ Rubber hoses supple
Fluids: ☐ Oil okay ☐ Transmission fluid okay ☐ Power-steering fluid okay ☐ Brake fluid okay ☐ Radiator coolant greenish okay
☐ Battery liquid/color of "eye" okay ☐ Automatic transmission fluid okay (check with engine running) ☐ Windshield washer fluid okay
UNDERNEATH
☐ No drips beneath car ☐ Constant-velocity boots intact ☐ Tailpipe residue gray, not black or oily ☐ Pipes, muffler, and catalytic converter okay
Notes From Mechanic's Inspection:

Get Your Car Fixed (Almost) For Free

But you have to know about these 'secret warranties' in order to benefit.

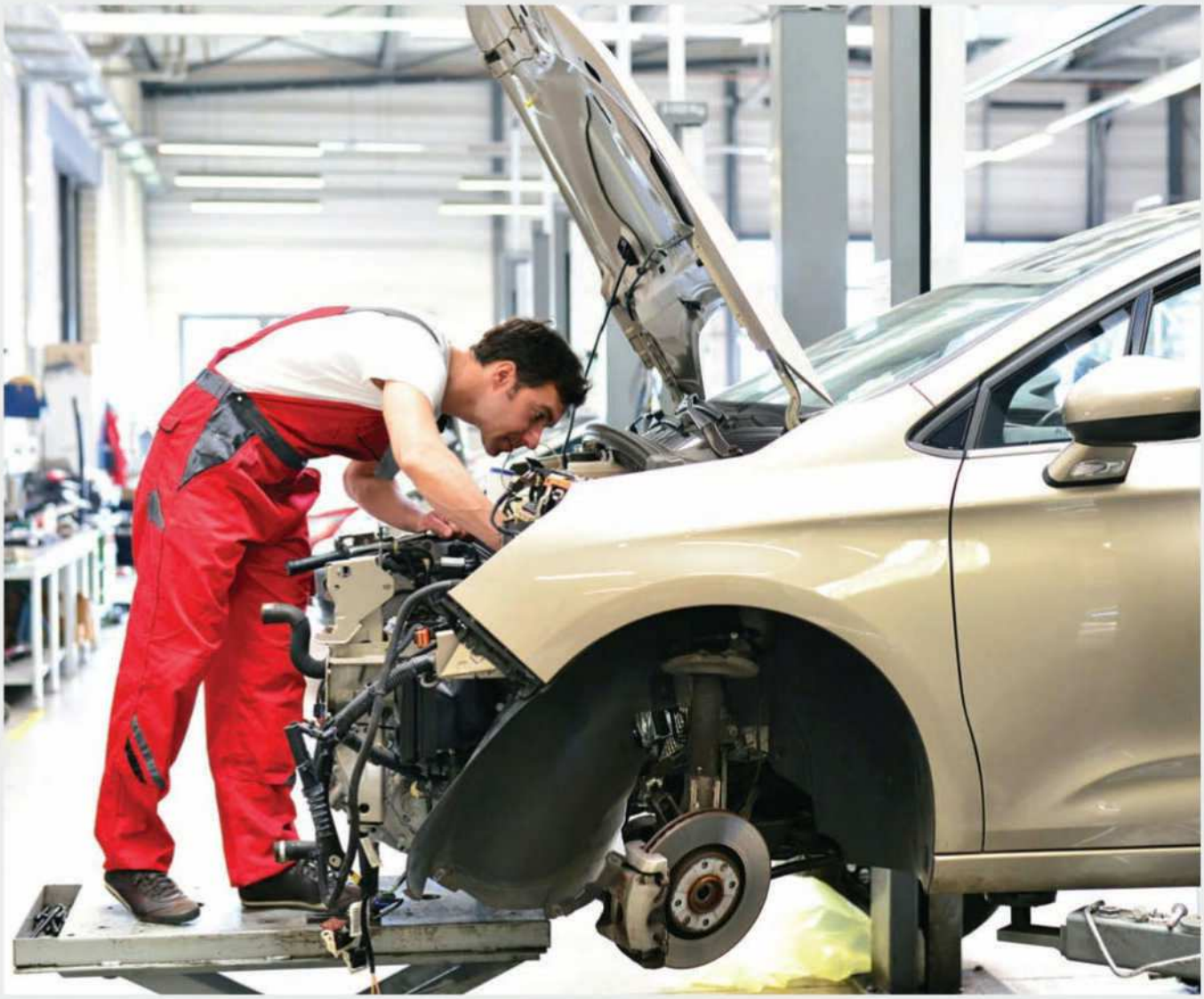


PHOTO: WESTEND61 GMBH/ALAMY

NOTHING'S MORE frustrating to a car owner than a vehicle whose paint starts peeling or whose roof is leaking just a few years after leaving the dealer's lot. Having to make expensive, post-warranty repairs sends a signal to consumers that says: You're getting ripped off.

Fortunately, you can often save hundreds, or even thousands, of dollars in repair bills by taking advantage of special, unadvertised automaker programs that provide free or discounted service work. Though manufacturers often call these programs service actions or customer-satisfaction campaigns, many people refer to them as secret or hidden warranties because they're rarely announced to the public.

Two examples: Owners of 2006 to 2009 Honda Civics may qualify for a free engine block, or even a whole new engine, if their car has been leaking coolant from a crack in the block. Chrysler Group vehicles from 2011-13 and equipped with the "Pentastar" 3.6-liter V6 engine have the left-side cylinder head are covered with an extended warranty. This addresses excessive wear problems for up to 10 years/150,000 miles.

How do these "secret warranties" come about? They usually originate when automakers discover that some component or system in a given model is failing at a greater rate than expected. They learn about the problems from numerous sources, including complaints to their customer-service departments and reports from dealers.

Other tip-offs are an unusual number of warranty claims for a specific problem or a

rapid decline in spare-parts inventories.

Programs that offer subsidized or free repairs are usually presented as a "warranty extension," because they last for a specified time and mileage. Occasionally, they're good for a limited number of years from the original purchase date but have no mileage limit.

They're often enacted in the name of good customer service. Sometimes, though, a free-repair program is instituted as part of the settlement of a class-action lawsuit brought by consumers.

At any given time, you'll find one or two of these out-of-warranty service actions from many manufacturers. Honda, however, and its upscale Acura division stand out with a half-dozen or more. Because CR's survey data show that Honda and Acura vehicles, in general, are among the most reliable on the road, the company's high number of service campaigns suggests that it has been unusually generous to customers.

So just how secret are secret warranties? Often, when an automaker initiates a service campaign, it sends a notification letter to all known owners. But second or third owners of that car may not receive it. Even among those who do, the letter may be mislaid or mistakenly thrown away. In other cases, though, there is no advance notice, and car owners find out about it only if a dealer tells them or they discover it on their own.

All of the warranty extensions we've found are included in technical service bulletins (TSB) that automakers send to their dealers' service departments. TSBs usually describe a common problem the automaker has learned about and provide detailed instructions on how the service technician should fix it. However, a small number of TSBs also contain information about special warranties related to the problem or other remedies the carmaker is offering to owners.

If your car develops a notable problem that's not connected to wear and tear or collision damage, it might be worth checking whether there's a TSB related to it. Even if no warranty extension is offered, a TSB tells you that the problem is well-known to the automaker, which could give you more leverage in negotiating a discount on the repair.

The Problem With Keeping Warranties Secret

It's easy to understand why carmakers aren't in a hurry to broadcast the existence of a free fix. Usually, only a small percentage of a given model's production run will exhibit the problem. Carmakers don't want tens of thousands of customers who don't have the problem showing up at dealerships, demanding the free repair "just in case."

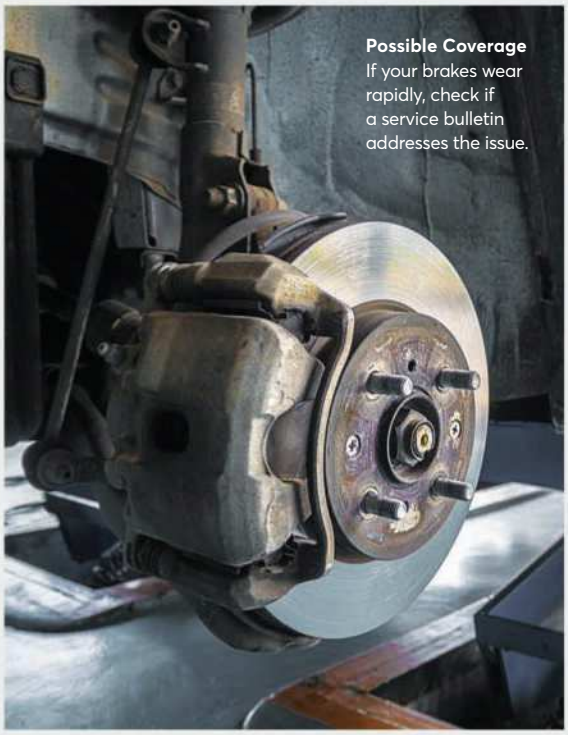
But the hush-hush approach has several downsides:

› Once the basic warranty has expired, car owners often go to a local, independent repair shop rather than to the dealer. If so, they may end up paying for an expensive repair that could have been done free.

› Owners may never learn that their problem is a common one that's recognized by the automaker, which could be a key to getting a break on repair costs.

› TSBs can hint at a safety problem that the automaker doesn't want to recognize. That was the case with the faulty ignition switches on Chevrolet Cobalts and other models that General Motors recalled in 2014. General Motors had sent its dealers TSBs about those cars' flimsy switches as early as 2005, but it apparently didn't consider that a noteworthy safety problem at the time. Only after GM was successfully sued did the magnitude of the safety ramifications come to light.

Similarly, Toyota dealers received two service bulletins we know of regarding faulty brakes on the 2007 to 2011 Toyota Camry Hybrid. Toyota notified owners of free repairs and offering a fairly generous warranty extension on some brake components.



Possible Coverage If your brakes wear rapidly, check if a service bulletin addresses the issue.

PHOTO: GETTY IMAGES

It's also important to be aware that your car can be repaired free as part of a recall. Unlike a TSB service campaign, official safety recalls are comprehensive, widely publicized, and good for the life of the vehicle.

Despite that, the National Highway Traffic Safety Administration estimates that only about 75 percent of the vehicles recalled for a safety defect ever get the repair done. CarFax calculates that about one in seven cars on the road, some 37 million, has an unfulfilled recall.

It's easy to find out whether your car has an open recall. Contact the service department of any franchised dealer, give them your car's VIN, and ask that they check for any recalls. You can also check the automaker's website or SaferCar.gov. Look in the "Owners" section and have your VIN handy.

Where to Learn More

Technical service bulletins can be hard for consumers to come by. You can search for free summaries of them at safercar.gov, the government's auto-safety website. Enter your car's make, model, and year in the "Owners" section, and click on the "Service Bulletins" tab.

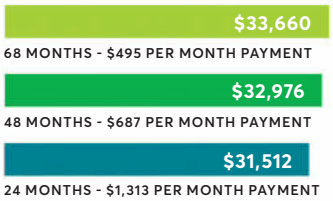
But be warned, the summaries are often vague. You can order the full TSB text (free up to 100 pages) by mail, though that may take four to six weeks. However, a dealer or repair shop may share them if you ask.

You can also purchase current TSBs for your car from Alldatadiy.com ($29.95/year) or Mitchell 1 DIY at eautorepair.net ($29.95/year).

You can find more information about auto repairs and maintenance on CR's website (CR.org/carrepair). Also, go to CR.org/carsafety to check for any open recalls on your car with plain-English interpretations or the recall prepared by certified mechanics.

CASH FOR YOUR CAR
E-Z
NCING
WE FINANCE
FINANCING
QUALITY CARS
NO HASSLE PRICE
QUALITY
& TRUCKS
CASH FOR YOUR CAR

TOTAL COSTS FOR $30,000 LOAN
You'll pay less per month, but more overall, with a longer term loan. Based on a 4.69% interest rate.



Buying & Financing Strategies

Being unprepared to negotiate the terms of a purchase can leave you paying too much money for years to come.

We'll show you how and where to compare auto loans, why it's important to know your credit score before you apply for a loan, and the advantages and disadvantages of the conventional–and alternative–auto-financing methods available today. There's a huge benefit to shopping loans before you buy your next car. Because the interest on a car loan can be a significant sum, this research will go a long way in preventing you from spending more than you need to.

PHOTO: GETTY IMAGES

Watch Your Total Cost

Whether you're buying from a dealership or a private seller, it's critical to comparison shop for a loan. And getting preapproved will allow you to jump on a good deal without any lingering red tape to delay the process.

Ultimately, you want to balance a loan's total cost against an affordable monthly payment. But if you simply concentrate on the payment, you'll increase the chances of ending up with a bad deal. When comparing loans, focus on the annual percentage rate (APR) figure. A lower rate can produce significant long-term savings. For example, a three-year, $15,000 loan at 5 percent APR would save you almost $500 overall, compared with the same loan at 7 percent. Over a longer-term loan, this hidden cost multiplies.

Another key consideration is that the loan's duration can significantly affect both your monthly payment and the total cost of your financing. A shorter term means higher monthly payments but less money paid overall.

For example, if you borrow $15,000 at a 6.5 percent APR for 36 months, your monthly payment will be $460 and the total interest will be $1,550. The same loan over 60 months would lower the monthly payment to $293—more than $160 less—but increase the interest by $1,060, to a total of $2,610. The higher interest rates often associated with longer-term loans are even more costly.

Another concern is that long-term loans lengthen the time before you begin building equity in the vehicle. With a 60-month loan, it may take 18 months of paying or more before the preowned car is worth more than you owe.

So if you want to trade in or sell the car early, the price you'll get won't cover what you still owe—this is called being "upside down." The same is true if the car was stolen or destroyed. Your insurance payout won't be high enough to cover the balance of your loan.

You can reduce this period by taking a shorter loan and by making a significant down payment to further avoid being upside down for an extended period of time. When financing a car, we recommend having a trade-in or down payment worth at least 20 percent of the total cost of the vehicle.

Understand Your Credit Score

Before applying for a loan, it's wise to check your credit standing. That will give you a good indication of where you stand in the eyes of potential lenders. Many people assume that few car shoppers have good enough credit to qualify for the cheapest, lowest-interest auto loans, but that's not so.

According to Experian—one of the big-three credit bureaus—about 60 percent of all new-car auto loans last year were granted to people with "Prime" or better credit standing, and 20 percent of borrowers were in the highest category, called "Super Prime" in Experian's parlance.

You can obtain your credit information from the three big credit-reporting agencies, also called credit bureaus, which monitor consumers' credit information. In addition to Experian, there's TransUnion and Equifax. They all track your past and present borrowing behavior and generate a three-digit score that supposedly summarizes your creditworthiness.

By law, you're entitled to one free report from each of the major credit bureaus every 12 months. To order your reports, go to annualcreditreport.com. When the reports arrive, scrutinize them for errors. You can challenge any mistakes you find, and it's smart to correct any misinformation.

Remember, the scores are not free. For those, you'll wind up paying about $7 each from the credit bureaus and about $20 each from other services.

If you've ever had a bank loan, installment loan, or credit card, information regarding your account will appear on your reports. Among other factors, credit bureaus track your total available credit, current debt, and how much of your available credit you are using. You may also find negative information: late payments, missed payments, judgments, write-offs, and bankruptcies.

Avoid the Bump Verify Your Interest Rate

ONE WAY DEALERSHIPS make additional money on used cars is through an auto-financing trick called "interest-rate bumping."

Here's how it works: After reviewing your credit history and score, the finance company or bank used by the dealership determines you are eligible for a loan rate of, say, 6 percent per year. But the dealership bumps up the rate by three percentage points or more. Moreover, the dealership doesn't have to tell you that a lower rate is possible.

This practice, which is allowed by finance companies, provides an incentive to the dealer for this additional profit. On an $18,000 five-year loan, an increase of three percentage points would add another $1,560 to the cost.

A former salesman told us that if the customer questioned the rate, he would say, "I'm really sorry. It's not up to us; it's up to the bank." Prevent this by shopping for a loan at banks and credit unions before you visit the dealership so that you can compare rates.

Your scores will certainly differ, at least a little, from one agency to another. Each may gather information from a slightly different list of creditors that report your payment activity to them, and they each use different algorithms to turn your credit activity into a score.

■ **Many scores, little control.** Credit scores are often generically called FICO scores. That's because a firm called Fair Isaac Company developed the most widely used scoring algorithms—software it sells to the credit-reporting agencies and lenders. Fair Isaac refines its FICO software much like programmers trot out successive generations of apps. Those algorithms are also tweaked for different lenders for different purposes.

That means that there are many versions of FICO score in circulation, used by mortgage companies, credit card issuers, auto lenders, and others. Depending on who is pulling a score on you, your credit history may generate more than 60 different scores. You should realize, too, that your credit score fluctuates throughout the year as various loan balances change, you apply for new credit, or close existing accounts. Those are good reasons not to obsess too much on the scoring number and on modest differences you may see between the different scores you might obtain.

When you buy or obtain your free once-a-year scores from the credit reporting agencies, what you get is branded as the PLUS score, which is a credit score with some finishing touches incorporated by the agencies. They differ from agency to agency for several reasons. Credit bureaus might not gather the same information on you. And you might see scores that use different scales: 300 to 900, 300 to 850, or something similar.

What they're not is the exact score that any given lender may be using to judge your loan application. Lenders buy scoring software from FICO and other providers. They have no obligation to show you the score they are using to judge your creditworthiness.

With a 60-month loan, it may take 18 months of payments or more before your car is worth more than you owe on it.

■ **Scoring tiers.** Lenders usually divide credit scores into tiers, or categories. It might be a simple five-step one, such as Excellent, Good, Fair, Poor, and Bad. In recent analyses of consumer credit behavior, Experian has been using these tiers: Super Prime (740+), Prime (680-739), Nonprime (620-679), Subprime (550-619), and Deep Subprime (under 550). The average score of all borrowers, (new and used) in the fourth quarter of 2017 was 684, which is very good.

Different providers may put the cut-off points between categories at different places. For instance, a score of 680 might be considered prime in one system and nonprime in another.

Lenders, however, can put the cut-off points wherever they want according to their own business needs. For auto lenders such as the car companies' financing arms, the amount of your down payment can significantly change the tier they put you in.

The tier you land in can make a huge difference in the APR you'll pay. In 2015 people in the highest tier were paying less than 3 percent on new-car loans. Subprime borrowers were paying, on average, more than 13 percent.

But the score you obtain with your credit reports is only a rough guide to how creditworthy you are to lenders. They make decisions on whether to approve a loan, how much to lend you, and at what interest rate based solely on their needs. And they may consider all sorts of factors, such as your income and work history, that credit bureaus don't even track.

You could have perfectly good credit and some bank might turn you down if it doesn't need borrowers with your score right now. But you could have poor credit and still get a loan if the lender wants to make more subprime loans.

What many people don't realize is that getting turned down for a loan doesn't hurt your credit score. The credit-reporting agencies only track the applications you make, not the results.

■ **Lenders' "secret" scores.** When lenders make various kinds of loans, such as auto loans or home mortgages,

PHOTOS: GETTY IMAGES

they often use scoring models adapted for the purpose, which produce different scores from those you obtain for yourself from the credit bureaus.

In the auto loan area there are, for instance, scoring models called "auto enhanced" or "auto industry" variants. They're based on formulas that give more weight to your past auto finance-specific behavior.

If you've made late payments or defaulted on a car loan, it will ding your "auto" score more than otherwise. Similarly, if you've been really good with auto payments, your score could be higher than the one used by a credit card issuer. An auto lender might not care, for instance, that you're chronically late with your Visa payment, as long as you pay your car loan on time every time.

What's vexing to many consumers, however, is that they have no legal right to see that "auto adjusted" loan score free of charge. That puts consumers at a disadvantage. If the credit score to buy a car is wildly different from a regular FICO score, they can't learn why or do anything about it.

If you've had a positive auto-loan history, it's probably safe to assume that

Where to Shop for a Loan

THE AUTO-FINANCE business is enormous, with hundreds of institutions making hundreds of billions of dollars' worth of car loans every year. The largest lenders are big national banks like Bank of America, Capital One, Chase, and Wells Fargo. Other big players are the "captive" finance companies belonging to automakers, such as Ford Motor Credit and Toyota Financial Services.

Some of the best deals come from those captives, especially when the automaker itself is subsidizing the loans. Other lenders include credit unions, local banks, and finance companies. Consumer finance companies aren't banks—they don't take deposits—and many of them specialize in making high-interest-rate subprime loans. Big names there include Westlake Financial, Credit Acceptance Corp., and Santander, an international bank that has a large consumer-finance division in the U.S.

Here's a rundown on the types of lending institutions:

› **Banks** generally have very specific, conservative loan policies, and some of them may cater only to those borrowers with a better credit standing. As such, these institutions are in a position to offer some very competitive loan rates. Bank offerings vary tremendously, though, and some make more loans to people with marginal credit than others.

Because you probably have a relationship with at least one bank already, your local branch might be a good place to start. Most banks have websites where you can check their current loan rates, but stop by a branch office if you decide to apply for a loan. It's a good way to control where your personal information goes, and by avoiding mistakes or misunderstandings, you might walk out the door with a pretty good offer.

› **Credit unions** operate a bit like banks, but they are usually nonprofits owned by their depositors, with lower operating costs than banks. That lets them lend money at lower rates than banks charge. Many, but not all, credit unions lend money only to their members. However, some make loans to people who don't have deposit accounts with them. The website Credit.com maintains links to several credit unions that make loans to the general public.

› **Online lenders** can be competitive and also very convenient to use. Sites such as Clearlane, E-Loan, and LendingTree farm out your request to numerous lenders, netting you several offers. At the same time, individual lenders like Capital One, Wells Fargo, and Chase also have online loan operations.

Online financing has a downside, however. It may be difficult to control where the information you provide about yourself goes, and you may be bombarded with email and phone calls from lenders you never heard of or contacted in the first place.

If you do make an online application, be sure to check for any up-front fees you may have to pay. Back away from a loan with prepayment penalties that would make it hard to refinance in the future. And be sure to check each website's privacy policy before providing personal information. As a precaution, if you're not familiar with the lender, check out its site with the Better Business Bureau (bbb.org).

Dealerships arrange loans from automakers but also work with banks and other independent sources. One benefit to working through a dealer is convenience. But the rates they quote often include a markup for the dealership itself. Armed with offers from some of the other sources we've mentioned, you may be able to negotiate the dealer's initial quote down to something attractive. But you must do your homework.

Also, some dealers advertise that they will work with buyers who are credit risks, but you should count on paying a high APR for the privilege.

PHOTO: BOSTON GLOBE/GETTY IMAGES

your auto-loan score will reflect it. The reverse is also true. If you discover that your credit-bureau report shows negative information about your prior auto-loan performance that isn't true, you should contest that information, both with the credit bureau and with the creditor that's bad-mouthing you.

Financing Alternatives

Financing through a bank or the dealer is the way most people pay for vehicles, but it's not the only way. While conventional borrowing may be the most advantageous in the long run, we examine some other payment options:

■ **Paying cash.** It's long been an article of faith that paying cash is the cheapest way to finance a car. Write a check once, and you do away with the burden of monthly payments forever. The only downside of pulling money out of your personal till is what's called "opportunity cost." That's the interest or dividends you'll give up on the money you part with, and the opportunity to do something else with it.

In the current low-interest-rate borrowing environment, it could be a game-changer. For people with good credit, borrowed money is cheap right now. They can get bank loans for less than 3 percent, and car-company subsidized loans are often available. If you're contemplating taking money out of an investment that pays you a reliable 5 percent, say, then you may be better off borrowing the cheap money.

As always, weigh the total cost of the loan, all the payments including taxes and fees, vs. what your capital would be worth if you left it alone. In the case of a subsidized low-interest loan, you'll want to be careful that the cheap financing doesn't mean you can't bargain the price down from the sticker price in order to qualify. You may also find that the savings are minimal compared with the aggravation of monthly payments.

■ **Home equity.** Mortgage lenders have, for many years, been willing to make additional loans secured by the equity in your home, either as a single sum, a home equity loan, or a home equity line of credit (HELOC), essentially an open-ended line of credit that you can draw on when you want to.

Using a credit card cash advance to finance a car purchase is a terrible idea.

Using the equity in your home as collateral for some other type of spending has two potential benefits: the possibility of lower interest rates and deducting the interest from your taxes. The tax benefit only counts if you itemize deductions. And for what it's worth, the deduction is capped at $100,000.

However, there are some downsides to this plan. HELOCs are unpredictable because they may have variable rates that can leave you paying more than you anticipated.

But the biggest danger with either option is the risk to your home. With a conventional auto loan, the vehicle itself is the collateral. But with either a home equity loan or HELOC, the collateral is your home. If something happens and you can't make the payments, your home could be in jeopardy. That's a big risk to take for an auto loan.

■ **401(k) loans.** It's theoretically possible to borrow money from your 401(k), but check with your plan administrator to see whether using the money for a non-essential like a car is allowed. Usually, such loans are made to cover a medical emergency or a first-home down payment.

One benefit of a 401(k) loan is that interest rates are low–usually the prime rate plus 1 or 2 percent. Another is that you're borrowing money from yourself, so the interest you pay goes back into your own kitty.

There are a few significant down sides. The first is opportunity cost–the lost earnings on the capital you withdraw. The repayment, generally limited to five years or less, comes straight out of your paycheck, which may tempt you to reduce your regular 401(k) contribution. If you should lose your job or change plans, you may have to repay the balance in full within 60 days.

Then if you don't repay the loan at all, you face taxes and early withdrawal penalties. That could put a big dent in your nest egg. To weigh the benefits and consequences, use the Bankrate.com "Should I borrow from my 401(k) plan?" calculator.

■ **Credit cards.** You also can purchase a vehicle, at least in part, by using a credit card draft or cash advance, which works like a personal check. You may have received a draft offer from your credit card company in the mail, with a letter encouraging you to pay off other credit balances with the drafts.

With low introductory rates and cash-advance fee waivers, it may be tempting to use a credit card to buy a car or to at least come up with a down payment. It's not a good idea. Like a HELOC, this is a revolving line of credit that gives you flexibility in your monthly payments. But card interest rates can climb dramatically once the attractive introductory rate expires.

■ **Read the fine print.** The introductory interest rate on your outstanding balance could suddenly pop up a lot. If

PHOTO: GETTY IMAGES

you're a day late on a single payment, it could rise higher still. A loan like that is possibly the worst way to finance a car.

Where to Buy Your Car

Prices can vary substantially depending on mileage, condition, options, the geographic location of the car, and whether you buy it from a large dealer, a small used-car lot, or a private owner.

Once you've decided which models interest you most, the best strategy is to cast a wide net into the used-car market and focus on those models that give you the best combination of features, quality, and price.

There is a far wider range of outlets for a used vehicle than a new one, and both price and vehicle quality can vary.

Here we'll discuss the pros and cons of shopping at different used-car outlets, from traditional dealerships to websites. We'll also show you how to assess a vehicle's true value so that you don't end up overpaying. And when you're ready to buy, we'll give you advice on how to negotiate the asking price so that you can get the best deal possible.

- **New-car dealers.** Nearly all franchised dealers have a used-car department, which tends to feature late-model vehicles (2 or 3 years old) that often carry the remainder of the original warranty or are Certified Pre-Owned with an extended warranty. Many dealers won't bother with cars more than 4 or 5 years old, or ones that are difficult to sell, so their stock is fairly up to date.
- **Auto superstores.** Superstores are dealerships with huge lots and scores of cars to sell. CarMax, for instance, is a large chain that sells cars at no-haggle prices. These so-called auto malls have numerous brands under the same roof or stores that share the same chunk of real estate, making it easy to compare cars.
- **Independent used-car dealers.** These are apt to handle any make, and the vehicles can run the gamut from the almost-new to the junker-in-waiting. Some dealers specialize in late-model cars and are affiliated with new-car franchises. If the dealership has been around for a long time and has a good reputation locally, that's a good sign.

Many used-car dealerships can arrange financing for you. Both loan price and quality tend to be lower than at a new-car dealership. Independent dealers may also specialize in working with customers with a shaky credit history. Such financing is often what's called a subprime loan and may carry a very high interest rate. Caution is the watchword. Whether the financing is easy to arrange or not, be extra careful not to get in over your head.

- **Independent mechanics.** Some mechanics have a sideline business selling used cars. They may not have many cars to sell, but prices are often better than those you'll find at a dealership. An added benefit is that the station may have serviced the car throughout its life, giving its mechanics knowledge of the car's repair history. But it's wise to take it elsewhere to have an impartial inspection performed.
- **Private owners.** You can usually get the best price if you buy a car from its previous owner. A private party doesn't have to cover the overhead of a business and frequently just wants to get rid of the vehicle. But an owner may not be aware of trouble signs that a dealership or service station would recognize.

Conversely, many rebuilt salvage vehicles (see page 57) are sold via private sellers who fix up damaged cars on the cheap. In the end, it's critical to have the vehicle thoroughly inspected by an independent mechanic.

- **Shopping online.** Researching and buying used cars online significantly eases the process, as you can search, sort, and investigate the marketplace without leaving home. Used cars aren't necessarily cheaper online, but the web provides an easy way to find out prices for various models for sale in your area. You may find, however, that many offerings are located inconveniently far from home.

Used-car websites typically ask you to fill in some search parameters:

PHOTO: GETTY IMAGES

the make and model in which you're interested, your price range, and the region (usually based on your ZIP code) where you'd like to shop. Try to limit your search to locations that are easy to reach. You'll get a list of vehicles that fit your criteria, along with a way to contact the seller. Because many sellers are car dealerships, most sites provide direct links to the dealership websites. Many services also let you place a classified ad for selling your old car.

Online auctions (eBay Motors is by far the largest) are another route. The auction system is a little different from standard dickering over price. On eBay, once you enter a bid it's like signing a contract to buy, whether there's a reserve or not. The winning bidder is obligated by the bid, and the seller is obligated to accept it.

If there is a reserve, it must be met or the auction will expire without a transaction. Though an auction gives you an opportunity to snap up a bargain, it also means you have committed to the deal, unless it turns out that the seller has made some serious misrepresentation. You can arrange to have the vehicle inspected through a paid service on the site. In addition, federal, state, and local government agencies use online auction sites to dispose of surplus vehicles. They are well maintained, but don't have any desirable options.

Problems we've noticed with used-car websites include outdated information and the clutter of ads. Some sellers are slow to update their offerings as inventories change, making it a challenge to even find available common models. Always make sure the vehicle you're looking for is still available before visiting any seller, whether it's a dealership or a private party.

No matter how much of the transaction you conduct by phone or email, it's important to inspect the vehicle in person and take it for a test drive (see Chapter 3 for details) before you buy.

ILLUSTRATION: RYAN VULK

Understanding Retail vs. Wholesale Price

TO DEMONSTRATE THE difference between what the dealer would charge you and what the dealer paid for a car, we collected the base prices of several high-volume, three-year-old models (with 36,000 miles) as they were listed in recent Consumer Reports Used Car Marketplace.

What's It Really Worth?

Whether you are buying from a dealership or a private party, it's important to know a vehicle's current cash value. This depends on many factors, including the vehicle's age, mileage, condition, trim level, optional equipment, and even where it's being sold. All used cars have two prices: retail and wholesale.

■ **Retail price.** The higher of the two prices, this is what you would expect to pay if you were buying a car at a dealership. If you are buying it from a private seller, you can usually expect to pay a lower price. Retail is also considerably higher than the price you'll receive for your trade-in, because it includes a profit margin for the dealership.

■ **Wholesale price/trade-in value.** This is essentially a car's trade-in value to a dealer, that will likely sell it to someone else for profit. Understandably, the trade-in price is much lower than the retail price, and it is unlikely you could buy a used car for this price.

But it's a figure you should know if you're deciding whether to trade in your vehicle or sell it yourself.

In the wholesale end of the business, a car can actually command several prices. One is what the dealer offers a customer as a trade-in. Then there's

a dealer-to-dealer price when one dealer sells that car to another. If the car goes to a wholesale auction, which many do, then there is an auction price. Every step, the middlemen take a markup and the car acquires a new "value."

■ **Find the book value.** The first step in assessing a used vehicle's true worth is to check its book value. This is the figure you'll find in pricing guides and used-car websites, which list a vehicle's base retail value. To get a more accurate figure, you must factor in any options, as well as mileage and condition. Most websites let you do this online, then give you adjusted figures.

You can check ConsumerReports.org as well as Kelley Blue Book (kbb.com), the National Automobile Dealers Association (nadaguides.com), and VMR (vmrintl.com). Printed guides can be found in libraries. Checking several sources will give you more pricing information when you begin haggling with potential buyers.

■ **What are sellers asking?** Though printed pricing guides and online estimates can give you a general idea, you can often get a better fix on a vehicle's worth by localizing your search, whether it is by checking the classified and dealer ads in local newspapers or classified-ad publications. Sometimes it's difficult to sort out the private sellers from the dealer ads. Look for vehicles similar to your target in terms of model year, mileage, trim level, options, and condition.

You can also check online used-car sites, which let you limit searches to your general geographic area and instantly get a listing of nearby cars for sale and their prices. Prices in other regions may vary from those in your area.

Knowing what other sellers of similar vehicles are asking can provide ammunition for you to bid lower on the car you want. Keep in mind that listed prices are the asking prices, not what people are paying. Assume that all such prices are negotiable. One advantage to eBay is that you can check completed auctions for the actual sale prices.

Negotiate Effectively

The first rule of buying a car is not to fall in love with any specific one. Cars are commodities, not people. The used-car market is huge, and there is more than one model that should fit your needs. Even if you have your heart set on one specific model, be assured it's not the only one for sale.

In general, negotiating the price of a used car is far less harrowing than if you were buying a new car. Dealers can't add on extra-cost items and other charges, and private sellers are unlikely to have the experience and resources to play hardball negotiation games.

Still, never negotiate under pressure. Salespeople may assure you they won't pressure you, but then still do it in a subtle way. A common sales tactic is to claim someone else is interested in the same car. Even if it's true, don't feel you have to make a deal immediately—there are always other cars out there.

If you're buying at a dealership, negotiate one thing at a time. First settle on the price for the vehicle you're buying, then discuss your trade-in and financing separately. Salespeople often try to get you to focus on your monthly payment. They will lump the whole process together, which gives him or her too much leeway to give you a "good deal" in one area while making up for it in another. This is the first step down a slippery slope of being manipulated with numbers and overpaying.

Based on your homework, you should have a good idea of how much you're willing to pay. Begin by making an offer that is realistic, but 15 to 25 percent lower than this figure. Name your offer and wait until the person you're negotiating with responds. Be courteous, but hold to your original figure after receiving any counteroffer.

If you must move up your offer, do it in small increments. If the gap between the two sides is, say, $1,000 or less, move your bid $100 at a time. State clearly when you have reached your last offer—and stick to it.

Don't be afraid to say your offer is fair, final, and good for 24 hours only. If the seller won't budge, be prepared to walk away rather than pay more than you know is a fair price.

PHOTO: GETTY IMAGES

Documenting the Deal

Use this worksheet to keep track of all the key details of your transaction.

PURCHASE AGREEMENT	
Purchase Price	**$**
Less: Trade-In Allowance	**$**
Rebate or Other Cash Incentive	**$**
Down Payment (Due on Delivery)	**$**
Deposit	**$**
Equals: Amount to Be Financed by Loan	**$**
Interest Rate % (Enter Annual Percentage Rate)	
Loan Term (In Months)	
Compute: Monthly Purchase Payment	**$**
Total Value of Payments $ (Over Duration of Loan)	**=**
Odometer Reading (At Time of Purchase)	
Delivery Date of Vehicle	
Dealership Sales Manager Signature	**Vehicle Indentification Number**
Your Signature	**Date**

AVERAGE VALUE OF 5-YEAR-OLD VEHICLE WITH 60,000 MILES IN 2017

The average seller of a car in good condition would look to receive $16,450.

(Source: Kelley Blue Book)

Get Top Dollar for Your Old Car

To get the most money when selling or trading in your car, know what it is worth and clean it up so it looks its best.

Figuring out how to dispose of your current vehicle isn't as exciting as getting a new ride, but be careful. You could get a great deal on your new car but lose all the savings–and more–on your old one. You typically get the most money by selling your car yourself. But most people like the convenience of trading it in and are willing to take less money for it. In this chapter, we'll look at the advantages and disadvantages of both strategies.

PHOTO: GETTY IMAGES

What is Your Car's Value?

Whether selling or trading in, it's important to know your car's cash value.

If you decide to trade in your current car, expect to get something close to its wholesale value after taking all variables (options, mileage, condition, and so on) into consideration. Some dealerships will try to give you less money for it so that they can make more profit when they resell it.

Selling the vehicle yourself will often mean getting more than the wholesale price, but you may not be able to get what a car dealer would.

In addition, it's good to get quotes from some dealerships first. This lets you find an easily obtainable trade-in price before you begin negotiating.

Start by making your car presentable and take it to the used-car deparment of several local dealerships. Ask what they would give you in a straight-out sale. This is the minimum to expect if you trade in your car. There's another advantage to having this information: If you're being low-balled on your trade-in, you can always simply refuse the offer and sell your vehicle to the dealer that gave you a better quote.

If you sell your car, your final price will probably be above what the used-car departments offered but below the highest asking prices you found. Once you're armed with a minimum realistic amount, you can negotiate with confidence.

Maximize Curb Appeal

Making your vehicle look as good as possible can pay big dividends by improving its value and sales appeal.

Depending on its condition, you can do the work yourself or take it to a professional detailer. Prices generally start around $100 for a full detail treatment but can rapidly increase depending on the region, type of vehicle, and amount of work needed. Detailing sometimes means little more than an extra-good job of polishing the body and cleaning the inside, plus removing every smudge and scrap of grime. But preparing the car for sale may involve body work, paint touch-ups, and heavy-duty buffing.

> Inspect your car with the eye of the buyer: The dirt, clutter, and little flaws that don't bother you may cause someone else to walk away from your car.

As with all do-it-yourself projects, the more elbow grease you invest, the less you'll need to pay someone else. Here are some tips on how to get the best results from your efforts:

- **Spiff up the exterior.** Give your vehicle a thorough cleaning with car-wash detergent. Alloy wheels should be scrubbed thoroughly to remove road film and grime. Use a stiff-bristled brush and a good detergent or cleaner that is safe for all wheels. Strong cleaners can eat away the protective coating on some factory wheels. Once everything is dry, apply a tire dressing to give the rubber a new-car look.

Then inspect the paint and assess any damage, noting scratches, stone chips, and dents. If the paint is in good condition, you may need only a coat of wax. Your car probably has a clear-coat outer layer, so make sure the wax you use is marked "safe for clear-coats." Avoid abrasive products, which are meant for paint removal or to shine a dull finish. If your paint finish is actually a little dull, look for a product that both polishes and protects. This could help put a shine back in the paint. Based on our tests, we favor liquid waxes for the best cleaning results.

You can fix small scratches and chips yourself with touch-up paint, available for a few dollars from your dealership. Make sure you get an exact color match or your repair job will look worse than the scratch. Use the application brush, a pointed artist's brush, or a clipped matchstick to fill in the scratch in tiny dabs. Let the paint dry for at least a day or two before polishing the car.

Fine surface abrasions or scratches in the paint can be professionally buffed out at a body shop or car-wash center. This will greatly improve the car's overall appearance, but it will cost between $100 and $200. You can hand-polish the car yourself using an appropriate polish and microfiber cloths. If you know how to use an electric rotary buffer, go ahead. But if you don't know what you're doing, don't try it. Done improperly, you can easily burn through the paint or leave permanent swirl marks.

- **Remove small dents.** Having a body shop fix unsightly dents and dings can be costly. If there's no paint damage, you may be able to use a paintless dent repair service, sometimes franchised under names such as DentPro (dentpro.com). They use special tools to massage out small dents from the inside. Your mechanic, body shop, or car dealer can help you find one. Costs range from $50 to $150 per dent.

Some do-it-yourself dent-removal kits are advertised on infomercials and online, costing about $20 to $30. Essentially, they work by hot-gluing a disc onto the dent, then pulling the dent out with a special tool. Two kits that Consumer Reports tested were Ding King and DentOut. We found that they worked about equally well, but the results weren't perfect. Generally, the more experience you have, the better the results. Be careful with the hot glue and avoid pulling the metal out too far. Dents less than 1 inch in diameter were the toughest to fix. The kits worked best on dents about 4 inches across.

- **Fix window-glass defects.** It's very common for a windshield to pick up "star" or "bull's-eye" damage from a

PHOTO: GETTY IMAGES

flying stone. An auto-glass repair service can repair these so that they are less noticeable and don't develop into larger cracks. For larger cracks, you'll have to replace the entire windshield. In some states, it's illegal to make windshield repairs in the glass area swept by the windshield wipers. Check your auto-insurance policy first. If you have glass coverage, the replacement will be free except for a possible deductible.

■ **Clean the interior thoroughly.** Look at the results with the eye of a potential buyer. Remove your personal clutter from the glove box and storage spaces, empty and wash the cup-holder inserts, and check under the seats for lost toys, trash, and wayward french fries.

You can buy special cleaners for upholstery, carpet, vinyl, and leather. For hard plastic surfaces, use any general-purpose cleaner. Use a good glass cleaner to remove smudges and film from the inside of all windows, paying special attention to the windshield and rear window. Very dirty carpeted floor mats can be taken to a carpet-cleaning service and cleaned for about $15 to $20 per pair. If they're worn, replace them.

Ridding cars of odors can be a challenge. First, get all the interior fabrics clean with pet-spot cleaner

or another odor-fighting product. Don't forget to wipe down the overhead fabric, or headliner. Be sure to clean inside the trunk and spare-tire well. To remove stale odors from the ventilation ducts, spray odor eliminator into the system's air intake, which is usually located at the base of the windshield. Then run the air-conditioning system for at least 10 minutes.

› **Clean the engine compartment.** Cleaning the outside of the engine and other components under the hood can be a chore, but a clean engine bay gives the impression that the mechanicals have been well-maintained. Steam cleaning the engine bay used to be a common practice, but not anymore. Steam can damage electronic parts, and modern cars have lots of those under the hood.

If battery terminals are corroded or caked with white powder, clean off the residue with an old toothbrush dipped in a mixture of water and baking soda. Then coat the terminals with battery terminal grease. (Always wear eye protection and gloves when working around car batteries.)

You can certainly clean engine parts with old rags and plain soap and water, though you may have better luck with an aerosol engine degreaser. Be careful not to get electrical connections wet. Loosen dirt and rust with a soft-bristle wire brush and soft abrasive cleaner.

It just makes good sense to fix or replace broken or missing items. A lost wheel cover or a broken mirror are signs that your vehicle has not been well-maintained and that other repairs will probably be needed.

Major repairs are another matter. Most buyers probably won't want to make a big one just after buying a car.

Suppose your air conditioner doesn't work and you have an estimate that it will cost $600 to repair. Though it isn't necessary for the operation of the vehicle, and some buyers might not care as long as the price is adjusted accordingly, other buyers will probably lose interest when they find out about it.

The key question is whether you can recoup the cost of the repair in your selling price. Most of the time you can't, so be prepared to take a beating if you have major repair problems. On the other hand, a brand-new muffler or new tires could be an attractive selling point. You'll have the same dilemma if you decide to go the trade-in route.

› PREPURCHASE INSPECTION
Don't be surprised—or insulted—if a savvy buyer asks to have your car inspected by their mechanic before the sale.

PHOTO: GETTY IMAGES

Trade In Your Old Car? Less Effort, but Less Money

Many buyers prefer the simplicity of trading in their current vehicle. You can apply the trade-in amount to your down payment, reducing how much you have to finance.

There can be tax advantages, too. Most states require that sales tax be paid only on the difference between the price of your trade-in and the vehicle you are buying, not the full price of the car you buy. However, this tax benefit goes away if you sell your car yourself.

A real downside of trading in your vehicle is that you might leave behind hundreds, if not thousands, of dollars. The best you can hope for when trading in is the wholesale price, which is significantly less than what you could get if you sold it yourself. In addition, even if you've checked all the pricing sources and think you know what your vehicle is worth, you'll have to haggle with a salesperson to get the best deal.

You might also encounter another problem: If a dealer already has six used silver Malibus on the lot, he or she isn't likely to pay top dollar for yours. And if your trade-in isn't one the dealer wants, it will probably be sent to auction and discounted accordingly.

Just remember, no matter how tired you may be of your current vehicle, a dealership isn't doing you a favor by taking it off your hands. If the dealership buys your car, it's because there's an inviting profit at the end of the transaction.

■ **How to get the most money.** There are several things you can do to maximize the value of your trade-in:

Vehicle appearance is an important consideration when a used-car manager estimates its value. (See the previous section on improving curb appeal.)

If your car needs repairs, get an esti-

mate to take with you. This could provide a little bargaining power when the dealer's estimator starts deducting repair costs from the figure offered to you. Be aware that it costs a dealership with its own repair shop a lot less to make repairs than the retail price you've been quoted.

Try to sell your car to a used-car dealer or possibly CarMax. They're always looking for clean, low-mileage vehicles. And if yours is a popular model, you just might be able to get more than the wholesale price for it.

■ **Negotiating the trade-in.** You'll get the best deal by keeping the purchase and trade-in negotiations separate. Combining the two allows salespeople to manipulate the deals so that a good price in one area could be canceled out by a poor price in the other.

First, nail down the price of the car you want to purchase, then discuss your trade-in. Dealers often make more money reselling your car than they do on a new-car deal, so they have more flexibility with a trade-in offer.

■ **Keep your eye on the bottom line.** What's important is the net amount you have to pay. Be sure to read and understand any sales contract before you sign it. If you have a problem with any terms or conditions, ask questions. You have little recourse after you sign.

Sell It Yourself. More Effort, and More Money

Selling your current vehicle on your own will get you a higher price than trading it in. You can always expect to get more than the wholesale price. But selling your car yourself takes a lot more work than just driving to the dealership for a trade-in. You'll have to go through the hassle of advertising, taking phone calls, and showing the car.

■ **Set a competitive price.** By following the advice under "What is Your Car's Value?" on page 74, you should have a good idea of what the retail and local asking prices are for your vehicle. If you checked to see what a local dealer would offer on a straight-up sale, you should be able to price your car reasonably. Remember, price your vehicle a little bit higher than what you are willing to take for it. That way, the buyer can negotiate and feel good about it. Don't be greedy: You'll scare off potential buyers with an unrealistic price.

■ **Advertise effectively.** There are many ways to advertise your vehicle. Some are more effective than others, and the cost can vary from free to quite expensive. Don't feel limited by the suggestions you see here.

■ **Word of mouth is very effective.** Tell your friends, relatives, colleagues, and social-media circle that you have a car for sale. If your network is big enough, you might be surprised at how much interest you generate. And it's free.

> Trading in your car lowers the purchase price of the newer one, which in turn may reduce the sales tax you have to pay on the new vehicle.

Online classified ads are very effective. Cars.com and Kelley Blue Book (kbb.com) offer several ad packages, from a two-week ad with a stock photo of your model to a 30-day ad with free renewals and custom pictures. AutoTrader.com, which operates in partnership with MSN Autos (msn.com/autos), has packages that include posting your ad on several websites.

Daily newspaper ads can work but aren't as effective as they used to be. Some newspapers will give you both print and online ads for one price.

Ads in weekly shoppers and free newspapers can work, but keep in mind that they have a lot of competition in attracting attention.

Or try the old standby: Put a "For Sale" sign in your vehicle's window, with your phone number and details such as price, model year, and mileage.

■ **Showing your car.** Once you've placed your ads, make sure you keep your car's specifications, mileage, and other particulars at hand, and have your schedule ready so that you can set a day and time to show the car.

When you do show the car, answer all questions honestly. Be prepared to provide service receipts and to accompany the buyer on a test drive and to an independent mechanic.

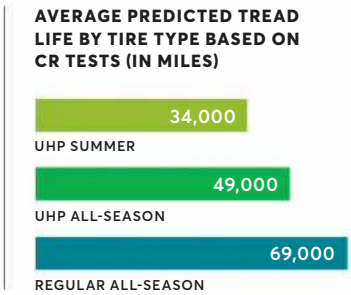
■ **Prepurchase inspection.** Any savvy buyer will want to have your car inspected by a mechanic before the sale. If the buyer is a friend or relative, there should be little risk in allowing him or her to take the car for an inspection.

If the potential buyer is a total stranger, however, you'll probably want to drive the car to the shop yourself. The inspection shouldn't take more than an hour.

■ **Bring the correct documents.** Paperwork requirements vary from state to state. In some, transferring ownership of a vehicle to another person is as simple as entering the odometer reading, sales price, and your signature on the back of the title. In others, you must fill out official title-transfer forms. Contact your state's motor vehicle department to see what you should do.

Contact your lender to see what has to be done if you have an outstanding loan, especially in states where the lender holds the title. A bill of sale is often required by the buyer for registration and tax purposes. It is easy to find one after a quick search online.

■ **Wrapping up the details.** Buying a new vehicle is exciting, but not getting the full value for your current car can leave a bad taste in your mouth. By knowing its true value, spending a little time making it look its best, and sticking to your price during negotiations, you can get a fair price.



A Complete Guide to Tires and Car Care

Keep your car in top shape with CR's money-saving maintenance and repair tips, tire-buying advice, and exclusive tire ratings.

Properly maintaining your vehicle is the best way to keep it out of trouble–and maximize its resale value. In order to do that, it's important that you have it serviced regularly, following the maintenance schedule in the owner's manual. People often overspend by changing oil too frequently, using premium gasoline when they don't have to, or having needless service or maintenance work done.

PHOTO: GETTY IMAGES

Ins and Outs of Car Care

This chapter discusses when you should go to an independent repair shop instead of a dealership for maintenance or repair, the overall advantages and disadvantages of each, and some of the ways you can avoid paying more money than necessary.

It also includes Consumer Reports' latest ratings for tires, a common replacement item when buying a used car, as well as expert advice on how to choose the right tires for your vehicle.

Where to Shop

Maintenance and repairs are two different things. Routine maintenance items are listed in your owner's manual as part of the service schedule. They're intended to keep your vehicle in top operating condition. Repairs are services that need to be performed to fix a problem. Where you take your vehicle depends on what work needs to be done.

You can have scheduled maintenance performed at any same-brand dealership, not just the one that sold you your vehicle. You can also go to an independent mechanic or repair chain, which is usually less expensive than dealerships. Federal law gives you the right to service your vehicle wherever you like without affecting warranty coverage. People who have decided to lease their vehicles, however, might be required to have all service performed at a franchised dealership selling that brand.

> If you take time to properly care for your car, most cars will easily make it well past 100,000 miles.

The best reason to patronize a new-car dealership for service is that the mechanics are trained and certified in all aspects of your model's service needs, and the shop will be equipped with the required diagnostic equipment and tools. But because most maintenance items are fairly basic, any professional auto shop should be able to perform the necessary tasks.

No matter where you go for service, make sure the mechanics have access to the manufacturer's latest technical service bulletins (TSBs), which are alerts about common problems that have cropped up with a particular model, and instructions on how to fix them. Often, an automaker will do TSB repairs free, but you'll have to go to a dealership to get the work done.

Repairs can range from replacing a faulty radiator to complicated service such as overhauling a transmission. Go to a dealership if your car is covered by the original warranty, or if your car has been recalled or is the subject of a "service campaign" in which the automaker offers to correct a defect. In that case, you should receive a letter from the automaker alerting you to the recall or campaign. If you have an extended warranty, check the terms to see who must perform repairs.

If the vehicle is out of warranty, the type of problem can determine where you take it for repair. A reputable independent shop should be able to handle most common repairs. Shops that specialize in your vehicle's brand are more likely to have the proper training, equipment, and latest information. A good technician will explain to you what the problem is, why it needs repair, and what the repair entails.

If you're experiencing a problem with a system that is exclusive to your model or automaker, such as navigation or multifunction control systems, consider taking the vehicle to a dealership.

Get Your Car to 200,000 Miles

When Laura White of Oxford, Mass., bought a Toyota Corolla in 1997, her son

Shop Around for Maintenance

Spending time getting estimates can save you hundreds of dollars

YOU MIGHT EXPECT that the price for, say, a 30,000-mile service procedure on a specific model would cost about the same from one dealership to the next. But you'd be wrong.

We called dealerships in three metro areas—New York, Chicago, and Los Angeles—and asked each for their price for a specific maintenance interval on a specific model. We asked Toyota dealers for the 30,000-mile service for a 2005 Camry, Ford dealers for the 60,000-mile service for a 2004 Explorer, and Honda dealers for the 120,000-mile service for a 2003 Civic.

In most areas, prices differed by about $150 or more, even among similar dealers in the same area. In one area, the difference was more than $250. Prices vary because many dealers include service items that aren't listed in the owner's manual. Some, for example, wanted to charge us for engine and transmission flushes, which several major automakers advise against.

When we called back and asked some higher-priced dealers to do only the items in the owner's manual, prices dropped between $100 and $150.

Before having scheduled maintenance performed, call around for quotes and ask that they include only items listed in the owner's manual. Anything else should be quoted separately.

You can also take your vehicle to independent shops, which are often less expensive than dealerships, without compromising your warranty.

In all cases, make sure that you keep all of your receipts so that you can prove the service was performed on schedule, should there be a warranty claim at a later date.

Car-Care Tips: Myths vs. Reality

These four maintenance myths seem like sound advice. But in reality they'll end up costing extra time and money in the long run.

PHOTO: GETTY IMAGES

Myth

Tires should be inflated to the pressure embossed on the sidewall of the tire.

Reality

The tire-pressure value on the sidewall is the maximum pressure, not the vehicle manufacturer's recommended pressure. Always use the vehicle manufacturer's recommended pressure, which is determined to provide the best balance of ride, handling, and fuel economy for your vehicle. It's usually printed on a sticker on a doorjamb, the glove box, or the fuel-filler door. Check your tires monthly against the recommended pressure when your car has been at rest for more than 3 hours.

Myth

If regular-grade fuel is good, premium must be better.

Reality

Most vehicles are designed to run just fine on regular-grade (87 octane) fuel. A higher octane number doesn't mean that your vehicle will perform better. It simply means that it's more resistant to engine knocking or pinging. Use the octane grade that's recommended in your vehicle's owner's manual. Filling up with a higher grade is usually a waste of money.

Myth

Engine oil should be changed every 3,000 miles.

Reality

Although oil companies and quick-lube shops like to promote this idea, it's usually not necessary. Go by the recommended oil-change schedule in your vehicle's owner's manual. Most vehicles driven under normal conditions can go 7,500 miles or more between oil changes. Some models now come with a monitoring system that alerts the driver when the oil needs changing. Depending on driving conditions, these can extend change intervals to 10,000 or 15,000 miles.

Myth

You don't have to worry about replacing tires until they're worn down to the minimum tread depth.

Reality

It's true that if a tire's tread wears to the minimum depth of 2/32 inch, it should be replaced. But a tire's wet grip, snow traction, and ability to resist hydroplaning is very limited at that very low 2/32-inch tread depth. Start shopping for replacement tires before yours are worn out. At 4/32 inch, tires still have some all-weather grip, which leaves you time to shop around for the best tire at the best price.

was just 3 years old. Fifteen years later, he drove that Corolla to college.

By the time the car landed on the junk heap—victim of a car-totaling accident—it had more than 300,000 miles on it. If you properly care for your car, that sort of durability isn't far-fetched, because today's vehicles are more reliable than ever. A few easy tricks can help you nudge the odometer well into six figures.

White attributes the longevity to strict adherence to a maintenance schedule. "I never dreamed I would give the kids that car to drive when I bought it years ago," he said.

You might not end up sending your toddler to college in a car you buy today. But improvements in rust prevention, engine technology, safety features, and electronics mean that 200,000-mile cars aren't a rarity anymore. Especially if, like White, you start with a safe, reliable model and maintain it properly.

The Basics: Life Extenders

To improve your odds, start by choosing not just a safe and reliable model but also one with all of the features you want. If you'll be driving it for the long haul, it might as well be a car that you enjoy as the miles and years roll by.

■ **Read the owner's manual.** It's amazing how many people keep it tucked away in the glove box. Simply familiarizing yourself with the maintenance schedule can add years of trouble-free driving. The manual spells out how often your car needs basic services such as oil changes and tire rotations, as well as bigger jobs like timing-belt replacements.

■ **Keep on schedule.** Forgetting to perform regular oil changes can lead to premature engine wear. Forget about your timing belt, and your engine can suffer severe damage.

When we asked our online readers how they got to 200,000 miles, an overwhelming number mentioned that regular oil changes and proper maintenance were important.

Best Cars for the Long Haul

OF THE MORE than 640,000 vehicles represented in our Annual Subscriber Survey, these models reached 200,000 miles or more the most often.

MODELS

- Toyota Camry
- Honda Accord
- Toyota Prius
- Honda CR-V
- Toyota Sienna
- Honda Civic
- Toyota Corolla
- Toyota 4Runner
- Toyota Highlander
- Ford F-150

■ **Use the right maintenance schedule.** In your manual, you'll find schedules for regular and severe/extreme use, with the latter specifying more frequent checkups. Consider using the severe schedule if you do a lot of stop-and-go driving, live in an unusually hot or cold climate, frequently tow a trailer, or often drive on dirt roads.

Newer cars require less service, and many specify 7,000 or even 10,000 miles between oil changes. Spark plugs can often last at least 100,000 miles if not more. Many cars make it easier for you to keep track by calculating when an oil change is due based on your mileage and driving style, then letting you know with a dashboard message when it's time.

The key is to keep up with what's specified. Just remember that some mechanics might add services you don't need, which can add hundreds of dollars to regular 30,000- or 60,000-mile service intervals.

■ **Keep it clean.** Apart from mechanical maintenance, keep up with regular washing and waxing, especially if you drive in a snowy region on salted roads. And don't forget to hose off the underside and wheel wells. More than just keeping your car looking good, regular washing can help prevent rust and structural damage.

Know When to Say Goodbye

Almost any car can make it to 200,000 miles if you're willing to throw enough money at it. But there's a time to let go.

From what we have found, the useful life of many cars ends around the 200,000-mile mark. At that point, key components start showing their age—often with safety consequences. Also, owning a car that long could mean that you're lacking the latest essential safety gear, such as electronic stability control, curtain airbags, and crash-prevention systems.

If you reach 200,000 miles, talk with your mechanic about how much life your car has left. And see our related articles in this issue.

A Guide to Replacement Tires

In recent years, we've found that you generally get what you pay for. No matter the type, tires that combine the best grip with the longest tread life may cost a little more but are worth the additional money in the long run.

For example, our most recent tests have shown that long-wearing all-season tires can last as many as 100,000 miles; the shortest would need replacing after 45,000 miles. It's pretty straightforward: A $100 tire that will last more than twice as long as a $64 tire is a better value, assuming other factors are equal. Still, the cheaper tire may be just fine if you won't be keeping your car for long. Many tires have a prorated treadwear warranty—meaning the balance of undriven miles will be credited toward the cost of the new tire. But to collect, the tires have to be totally

ILLUSTRATION: RYAN VULK

The Truth About Tire Treadwear

Our exclusive tests give you a read on how many miles you can expect

THE AMOUNT OF tread on a tire is critical in how well it will vacate the necessary amount of water to maintain contact with the road in the rain. If your tires wear out quickly, your safety may be at risk.

Our research tells us that when people shop for tires, their primary considerations are price, availability, and treadwear. But until now, consumers had to rely on the government's treadwear ratings or mileage warranty claims from manufacturers—if available—to judge how well tires would wear.

That's why we test tires by driving up to 20,000 miles on public roads through West Texas. In the past, we scored treadwear on our standard five-point scale. Now we list projected mileage based on how tires wear in our test.

Of course, there's more to making a good tire than merely giving it a long tread life. But longevity is a key to whether a tire is a good deal.

Almost half of the 48 all-season and performance all-season tires we tested could last at least 65,000 miles; a half-dozen could top 85,000 miles or more. Another surprise: Tires with the longest life don't necessarily cost the most.

Based on our testing, we found that most tires should live up to their mileage warranty claims. Three Michelin models met or exceeded their treadwear claim and also did well in our performance tests. The longest-wearing was the Pirelli P4 Four Seasons Plus, which are projected to last about 100,000 miles.

But to get the most life out of your tires, maintain proper tire pressure, have your vehicle's alignment checked, and rotate tires as recommended in your vehicle's owners manual.

Among the UHP summer tires we tested, we found that some could wear out after just 25,000 miles, mostly under ideal conditions. And most UHP summer tires don't have treadwear warranties.

Among the UHP tires, the all-season ones last the longest—up to 70,000 miles for the Goodyear Eagle Sport All-Season projected by our test. Treadwear warranties are common among UHP all-season tires, and most compare well to our treadwear projections.

Owners of pickup trucks and most SUVs who primarily drive on pavement should consider all-season truck tires. Most will last between 55,000 and 85,000 miles. All-terrain tires have additional off-road grip. Based on our tests, if you mostly stay on paved roads, they will have similar tread life.

An interesting finding: Price isn't an indicator of long tread life among ultra-high-performance tires. Priority goes to braking and handling, and treadwear is a lower priority in those categories.

Do Tire-Tread Warranties Wear Thin?

Many replacement tires, especially all-seasons, have a prorated mileage warranty. It's based on how long the tread on a tire is expected to last.

But those warranties often don't offer the consumer much payback if the tires wear out prematurely. The warranty is sometimes more of a marketing boast than a useful measure of longevity.

Why is that? If tires wear out before the warranty mileage is up, you'll probably get only a fractional credit representing the miles the tires didn't cover. And that's good only toward the purchase of identical or comparable tires from the same manufacturer. You can't use it to get better tires or tires from another brand.

Here's where the math really doesn't add up: The credit can be applied to the manufacturers suggested retail price for a new tire or to a dealer's price. And that price is often high relative to the frequent discounts offered by many retailers. In fact, you may be able to buy new, discounted tires for less than the warranty replacement price.

On top of that, restrictions abound. Your tires may have to show even wear across the tread or the deal's off. You may also have to show receipts that verify you had the tires rotated at the prescribed intervals, which is approximately every 5,000 miles, since they were brand new.

They also have to be worn out, which is defined as having a tread depth of about $^{2}/_{32}$ inch. Tires at that level can perform poorly on wet roads and could pose a safety risk.

Our controlled tread-life tests cut through the marketing speak to tell you how many miles your tires might last before wearing out. Your actual experience will vary according to the vehicle you drive, how and where you drive, and other factors.

PHOTO: GETTY IMAGES

worn out, yet evenly worn, and you get a credit, not a refund.

We have found that some tires with lower rolling resistance allowed our test cars to get one to two more mpg than tires with the highest rolling resistance. Here's a surprise: There actually was little or no performance penalty for the everyday driver for many of these tires.

But as your tires lose tread over tens of thousands of miles of wear, they behave more like low-rolling resistance tires. So the mileage you get with brand-new, low-resistance tires may actually be worse than the old, end-of-life tires you are replacing.

Another big factor: proper inflation. Because an underinflated tire will sap your mpg, check your tire pressure monthly for optimum fuel efficiency.

When replacing tires, we recommend sticking to the same type and size tire that originally came on your car. First, check the ratings for ones that provide good braking and handling capabilities, as well as good hydroplaning resistance, because that can help you avoid an accident. After that, look for models rated highly in areas important to you, such as winter grip, tread life, ride comfort, and rolling resistance.

Also, with the majority of modern SUVs spending their time on the streets, manufacturers are often equipping them with all-season tires specifically designed for modern SUVs, splitting the difference between car and truck tires.

Stick With Your Speed Rating

If your car came with all-season tires with an S- or T-speed rating (capable of sustaining a maximum speed of 112 and 118 mph, respectively), you might be tempted to move up to performance H- or V-rated tires (which are designed for up to 130 and 149 mph, respectively) for better cornering grip and improved handling. But keep in mind that the trade-off may be shorter tread life, and they may not do as well in winter conditions, if that's important to you.

You might also be tempted to downgrade your tires to a lower speed rating than your original tires, to get longer tread life. But we advise against doing that because those all-season tires with a lower speed rating may not handle heat buildup as well—especially when they are installed on higher-performance vehicles—and that can be a safety concern. And there is little price advantage to downgrading. In buying our test tires, we saw that tire size has a greater impact on price differences than speed ratings.

Know When to Replace

Tires are one of the few safety-related systems you can specifically choose, and one of the few that can noticeably change your car's handling and braking capabilities. Tires can greatly affect how your car rides, and how well it keeps its footing on wet roads. As a result, it's equally critical to keep them well-maintained and to replace them as they wear out.

When your tire has reached a tread depth of 2/32 inch, it is legally worn out in most states and should be replaced. At that depth the tire's wet grip, snow traction, and ability to resist hydroplaning is very limited.

Consumers should start shopping for tires before they are worn out, when tread depth approaches 4/32 inch in any one groove. That happens to be the same distance on a quarter between George Washington's head and the edge of the coin. Put the coin, head down, into the tread grooves. If you can see the top of George's head, then it's time to start shopping: Your tires have some all-weather grip remaining.

The single most important step to make your tires last longer and run safely is to keep them inflated to the proper pressure. Many people neglect to do this, and it's a mistake.

Underinflated tires can wear faster and build up heat, which can contribute to a tire failure. Recommended inflation pressure is found on a placard in the vehicle, usually located on the driver's door jamb or in the owner's manual. Don't inflate to the pressure on the tire's sidewall, which is the maximum inflation pressure.

Know Where to Shop

Between traditional tire stores, large retailers, big-box superstores, and the internet, you have ample sources with which to compare prices for the tires you want. We recommend replacing all four tires at the same

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PHOTO: GETTY IMAGES

10 Old-Car Red Flags

GETTING 200,000 MILES of use—or more—from a vehicle is an impressive feat, but it's not impossible. Owners should be aware, though, that as a vehicle approaches that milestone, many of its components will start to wear out.

You'll see some warning signs, or red flags. Pay attention to them and you can avoid the double whammy of being stranded and slapped with an expensive, unexpected repair.

As you approach that milestone with your own vehicle, many of your car's components will start to wear out. We recommend that you closely follow the service interval schedule.

We calculated the cost to repair certain items in a 2010 Toyota Camry with a four-cylinder engine using the Consumer Reports Car Repair Estimator, which can be found free at ConsumerReports.org/carrepair. Your repair costs might be different.

1 BRAKES

What are the warning signs? They should be checked often as you approach the 200K mark. If you live in the snow belt, make sure to check the hard brake lines for rust or weak spots.
Cost to repair: According to our estimator, the job could cost from $700 to $1,100 for rotors and pads on all four wheels.

2 MECHANICAL COMPONENTS

What are the warning signs? Even the strongest original parts can wear out. Don't go cheap on replacement parts in order to save a few bucks. Slow cranking of the engine can be a sign of a failing battery or alternator.
Cost to repair: According to our estimator, a new alternator can cost from $370 to $774 for parts and labor.

3 NOISY EXHAUST SYSTEM

What are the warning signs? You can tell that your exhaust system is reaching the end of its life because your car will get increasingly louder. Exhaust leaks can be dangerous and should be repaired at the first sign.
Cost to replace: Expect to pay between $1,463 and $2,390 for a catalytic converter and exhaust manifold, including labor.

4 ELECTRICAL COMPONENTS

What are the warning signs? Don't be surprised if features such as power windows, windshield wipers, and even the instrument panel go on the fritz.
Cost to replace: Expect to pay between $560 and $940 for a door window regulator and motor, including labor.

5 MOISTURE BUILDUP.

What are the warning signs? If it seems that the inside of your windshield is always fogging up or you are mysteriously losing coolant, it's likely that the heater core is starting to fail.
Cost to repair: Expect to pay between $1,236 and $1,700 for a new heater core and labor.

6 OUTDATED SHOCKS & STRUTS

What are the warning signs? Does your car bounce up and down as you drive down the road? You may need new shocks or struts. Uneven tire wear is also an early indicator of this.
Cost to repair: Expect to pay between $1,212 and $1,700 for front and rear shocks and struts, including installation.

7 FAILING RADIATOR

What are the warning signs? A failing radiator or thermostat can cause the engine to run too hot or eventually overheat. Low fluid levels in the coolant reservoir could indicate a leak in the radiator, engine, hoses, or all three.
Cost to repair: $914 to more than $1,400 to replace the radiator and associated hoses, with labor.

8 OIL CONSUMPTION AND LEAKS

What are the warning signs? Increased oil consumption is common in older cars, so don't panic if your car seems thirstier the older it gets. But if you think you're topping off the oil too much, it could be a sign of a bigger leak.
Cost to repair: $240 to almost $3400 for a leak diagnosis, new valve cover gasket, new oil filter, and oil.

9 OLD SPARK PLUGS

What are the warning signs? If you haven't changed the plugs in 100,000 miles of use, the engine runs rough and misfires, or you have trouble starting your car, you should replace the spark plugs. Buying the right kind and getting the right service can make all the difference.
Cost to repair: $110 to almost $150 for new pugs and labor.

10 RUST

What are the warning signs? It starts with paint that looks like it has bubbles forming. Once you see even a little bit forming around the wheel wells, hood, trunk, or suspension mounting points, there could be a serious problem beneath the surface.
Cost to repair: It depends on the extent of the damage. If you have rust, get several competing estimates on the work.

PHOTO: GETTY IMAGES

time for the best balance of handling and grip:

■ **Check online first**. Ask the salesperson to give you a final price, including shipping and any extras.

■ **Check with local retailers.** Ask them whether they can meet or beat the online prices. Remember to ask what they'd charge to mount and balance tires you buy elsewhere.

■ **Check the final price.** It should include mounting, balancing, alignment, and disposal of the old tires.

■ **Tire pressure monitors.** Known as TPMS, these systems come in two forms: direct and indirect.

Direct systems have sensors that monitor the pressure and sends the data wirelessly to the car's instrument panel. These may require batteries that must be replaced after several years, often leading to replacing the entire sensor. Some just alert of pressure loss with a warning light, but better systems provide a readout of the pressure in the tires.

Indirect TPMS rely on the antilock brake systems to measure wheel speed and interpret the pressure. They don't use pressure sensors and therefore can not display pressure.

If your car has a TPMS, you may face a modest additional charge. And if the sensors in the wheels need to be replaced, expect to pay $30 or more per sensor.

■ **Check for some extras.** An offer of free lifetime tire rotations or replacement road-hazard guarantee may tilt the scales to one retailer over another.

If you choose to fill your tires with nitrogen, make sure they are refilled with nitrogen each time. In addition, like air, nitrogen pressure will drop as seasonal temperatures fall. Overall, nitrogen doesn't do away with the need for regular inflation checks.

How to Read the Writing on Your Tire's Walls

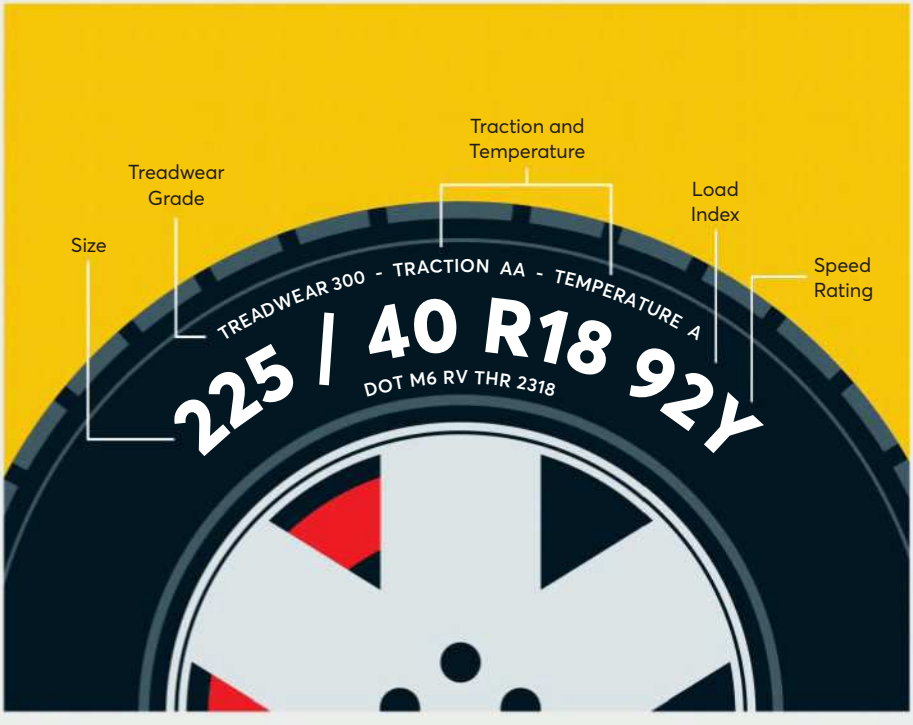
ALL TIRES HAVE sidewall markings that tell you things like what size they are and how much weight they can carry. But these are just some of the information that is on the tire sidewall.

Here's what all of the markings mean:

› **Size.** On the example tire, 225 is the cross-section width in millimeters, 40 is the ratio of sidewall height to its width (40 percent), R indicates radial-ply construction, and 18 is the wheel diameter in inches.

› **Load index.** This references the weight each tire can carry safely. A 92 load index translates to 1,389 pounds per tire, typical for this type of tire. When replacing tires, be sure to match or increase the original rating.

› **Speed rating.** A letter denotes the maximum sustainable speed. For S-speed-rated tires, it's 112 mph; for T, 118 mph. Speed ratings for other tires include Q, 99 mph; H, 130 mph; V, 149 mph; W, 168 mph; Y, 186 mph; and ZR, more than 149 mph. These speeds may seem wildly impractical to most drivers, but the point is that tires with higher speed ratings tend to provide better handling and grip under normal driving conditions.



› **Treadwear grade.** This number is an index to compare treadwear between tires. A grade of 300 denotes a tire that will wear three times better than a tire graded 100. But there's no direct correlation between the grades and a specific mileage.

› **Traction and temperature grades.** They denote a tire's wet-stopping ability and temperature resistance. For traction, AA is best; C is worst. For temperature, grades range from A (best) to C.

› **DOT code.** On the tire at left, the first two digits refer to the plant where the tire was made, and the last four numbers refer to the week and year. The numbers are used to identify the tire in the event of a recall.

ILLUSTRATION: RYAN VULK

All-Season Tires

THESE ARE STILL THE MOST popular tires, and all of the models we tested are T-speed rated (118 mph). Standard on many sedans and minivans, they're designed to handle most conditions—including wet and dry pavement and light snow—reasonably well. They also emphasize a comfortable and quiet ride, predictable handling, and long wear. That makes them a sound choice for most drivers, except where winters are severe.

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

ALL-SEASON TIRES
Best for most weather conditions:
Continental TrueContact
General Altimax RT43

Michelin Defender

Pirelli P4 Four Seasons Plus

Recommended	Brand & Model	Overall Score	Three-Season Driving: Dry braking	Wet braking	Handling	Hydroplaning	Winter Driving: Snow traction	Ice braking	Comfort: Ride	Noise	Other: Rolling resistance	Tread life, Miles
	ALL-SEASON											
✓	**Michelin** Defender	70	▲	●	▲	▲	▲	●	●	▲▲	▲	90,000
✓	**Continental** TrueContact	68	▲	●	▲	▲	▲	▼	▲	▲	▲▲	60,000
✓	**General** Altimax RT43	66	▲	●	●	▲	▲▲	●	▲	▲	▲	65,000
✓	**Pirelli** P4 Four Seasons Plus	66	▲	●	●	▲	▲	●	▲	▲	▲▲	100,000
	Nexen Aria AH7	64	▲	●	●	●	▲	●	●	▲▲	▲	75,000
	Goodyear Assurance TripleTred All-Season	62	▲	●	▲	▲	●	▼▼	●	▲	●	80,000
	Kumho Solus TA11	62	▲	▼	●	▲	▲	●	●	▲	▲▲	55,000
	Cooper CS5 Grand Touring	62	▲	●	●	▲	▲	▼▼	▲	▲	▲	70,000
	Yokohama Avid Ascend	60	▲	▼	●	▲	●	▼	▲	▲	▲	90,000
	BFGoodrich Advantage T/A	58	▲	▼	●	▲	●	●	▲	●	▼	75,000
	Uniroyal Tiger Paw Touring	56	▲	▼	●	▲	●	▼	▲	●	●	65,000
	Sumitomo HTR Enhance L/X	56	▲	▼	●	▲	●	▼	▲	▲	●	70,000
	Toyo Extensa A/S	54	▲	▼	●	●	●	▼	●	▲	●	60,000
	Firestone Precision Touring	54	▲	●	●	●	▼	▼	▲	●	▲	55,000
	Firestone FR710	52	▲	●	●	●	▼	▼	●	●	▲	55,000
	GT Radial Champiro VP1	50	▲	●	●	▲	▼▼	▼▼	▲	▲	▲	45,000

Performance All-Season: H-Speed Rated Tires

THESE TIRES ARE A STEP UP in price from regular all-seasons, with an added emphasis on handling. H-speed rated performance all-season tires are rated for sustained speeds up to 130 mph and are popular as original equipment tires on a number of new vehicles.

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

PERFORMANCE ALL-SEASON TIRES, H-SPEED RATED
Best tires for most weather conditions:
Continental PureContact

Pirelli Cinturato P7 All Season Plus

Michelin Premier A/S

Recommended	Brand & Model	Overall Score	Three-Season Driving: Dry braking	Three-Season Driving: Wet braking	Three-Season Driving: Handling	Three-Season Driving: Hydroplaning	Winter Driving: Snow traction	Winter Driving: Ice braking	Comfort: Ride	Comfort: Noise	Other: Rolling resistance	Other: Tread life, miles
	PERFORMANCE ALL-SEASON H-SPEED RATED											
✓	**Continental** PureContact	70	▲	▲	▲	▲	▲	▼	▲	▲	▲	55,000
✓	**Pirelli** Cinturato P7 All Season Plus	70	▲	●	●	▲	▲	●	▲	▲	▲▲	70,000
✓	**Michelin** Premier A/S	70	▲	▲	●	▲	▲	●	▲	▲	▲	85,000
	Goodyear Assurance Fuel Max	68	▲	▲	▲	▲	●	●	●	▲	▲▲	60,000
	General Altimax RT43	68	▲	●	▲	▲	●	●	▲	▲	▲	65,000
	Nokian Entyre 2.0	68	▲	▲	▲	▲▲	●	▼	▲	▲	▲	35,000
	Nexen N5000 Plus	66	▲	▼	▲	▲	▲	●	▲	▲	▲▲	75,000
	Cooper CS5 Ultra Touring	64	▲	●	▲	▲	●	▼▼	▲	▲	●	60,000
	Dunlop SP Sport 7000 A/S	64	▲	●	●	▲	●	●	●	▲	●	65,000
	Kumho Solus TA31	64	▲	●	▲	▲	●	▼	●	●	▲▲	55,000
	Toyo Versado Noir	60	▲	●	●	●	▲	▼	▲	●	▲	65,000
	Uniroyal Tiger Paw Touring	60	▲	●	●	▲	●	▼	▲	●	▲	60,000
	BFGoodrich Advantage T/A	58	▲	▼	●	▲	●	▼	▲	●	●	65,000
	Sumitomo HTR Enhance L/X	58	▲	▼	●	▲	●	▼	▲	▲	●	55,000
	Falken Ziex ZE950 A/S	56	▲	●	●	●	▲	▼	●	●	▼	55,000

Performance All-Season: V-Speed Rated Tires

V-SPEED RATED TIRES are designed for sustained speeds up to 149 mph. Generally, they are more tuned for performance than H-speed rated all-season tires. Here, too, we found some significant differences between the V-speed rated tire models in our tests. Some V-speed rated tires behaved more like H-speed rated tires, with good all-season qualities but less ultimate grip than the more performance-oriented models.

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

PERFORMANCE ALL-SEASON TIRES, V-SPEED RATED
Best balance of long tread life and mostly good all-weather performance:

Michelin Premier A/S

Pirelli Cinturato P7 All Season Plus

Recommended	Brand & Model	Overall Score	Three-Season Driving: Dry braking	Three-Season Driving: Wet braking	Three-Season Driving: Handling	Three-Season Driving: Hydroplaning	Winter Driving: Snow traction	Winter Driving: Ice braking	Comfort: Ride	Comfort: Noise	Other: Rolling resistance	Other: Tread life, miles
	PERFORMANCE ALL-SEASON, V-SPEED RATED											
✓	**Continental** PureContact	70	▲	▲	▲	▲	▲	▼	▲	▲	▲	55,000
✓	**Michelin** Premier A/S	70	▲	▲	▲	▲	▲	▼	▲	▲	●	80,000
✓	**Pirelli** Cinturato P7 All Season Plus	70	▲	●	●	▲	▲	▼	▲	▲	▲▲	65,000
	General Altimax RT43	68	▲	●	▲	▲	●	▼	▲	▲	▲	55,000
	Goodyear Eagle Sport All-Season	64	▲	●	▲	▲	●	▼▼	●	●	▲	70,000
	Goodyear Assurance ComforTred Touring	62	▲	▼	●	▲	▲	▼	▲	▲	▲	75,000
	Yokohama Avid Ascend	62	▲	▼	●	▲	●	▼	▲	▲	●	85,000
	Cooper CS5 Ultra Touring	60	▲	●	▲	▲	●	▼▼	▲	▲	▼	50,000
	Kumho Solus TA71	60	▲	●	▲	▲▲	●	▼	▲	▲	▼	40,000
	Bridgestone DriveGuard	60	▲	▲	●	▲	●	▼▼	●	▲	●	50,000
	Bridgestone Turanza Serenity Plus	60	▲	●	●	▲	▼	▼	▲	▲	●	60,000
	Goodyear Assurance TripleTred All-Season	58	▲	●	●	▲	●	▼▼	●	●	●	85,000
	BFGoodrich Advantage T/A	56	▲	▼	●	▲	●	▼	▲	●	●	60,000
	Falken Ziex ZE950 A/S	56	▲	●	●	●	▲	▼	●	●	●	55,000
	Uniroyal Tiger Paw Touring	56	▲	●	●	▲	●	▼	▲	●	▲	60,000
	Sumitomo HTR Enhance L/X	52	▲	▼	●	▲	▼	▼▼	▲	▲	●	55,000

Ultra-High-Performance (UHP) All-Season Tires

THESE TIRES COME IN a number of speed ratings: ZR (above 149 mph), W (168 mph), and Y (186 mph). They are all-season tires that offer high levels of dry and wet grip and handling, in addition to modest snow traction. In general, these tires are available in sizes found on sports cars as well as on performance-tuned versions of more mainstream cars.

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

UHP ALL-SEASON TIRES
Best for most weather conditions:

Continental Extreme-Contact DWS06
BFGoodrich g-Force COMP-2 A/S

Michelin Pilot Sport A/S 3+

Pirelli P Zero All Season Plus

Recommended	Brand & Model	Overall Score	Three-Season Driving: Dry braking	Three-Season Driving: Wet braking	Three-Season Driving: Handling	Three-Season Driving: Hydroplaning	Winter Driving: Snow traction	Winter Driving: Ice braking	Comfort: Ride	Comfort: Noise	Other: Rolling resistance	Other: Tread life, miles
	UHP ALL-SEASON											
✓	**Michelin** Pilot Sport A/S 3+	78	⏫	⬆	⏫	⬆	➖	➖	➖	⬆	⬇	55,000
✓	**Pirelli** P Zero All Season Plus	76	⬆	⬆	⏫	⏫	➖	➖	➖	⏫	⬇	50,000
✓	**Continental** Extreme-Contact DWS06	76	⏫	⬆	⬆	⬆	⬇	➖	➖	⬆	⬇	45,000
✓	**BFGoodrich** g-Force COMP-2 A/S	74	⬆	⬆	⏫	⬆	⬆	⬆	⬇	⏬	⬇	60,000
	Goodyear Eagle Sport All-Season	72	⬆	➖	⬆	⬆	➖	➖	⬇	⬆	➖	70,000
	Yokohama ADVAN Sport A/S	72	⬆	⬆	⬆	⬆	⬇	➖	➖	⬆	➖	60,000
	Goodyear Eagle F1 Asymmetric All-Season	72	⏫	⬆	⬆	⬆	⬇	➖	⬇	⬇	⬇	50,000
	Hankook Ventus S1 noble 2	72	⏫	➖	⬆	⏫	⬇	➖	⬇	⬆	⬆	45,000
	Dunlop Signature HP	72	⏫	⬆	⏫	⏫	⬇	➖	⬇	➖	⬇	40,000
	General G-Max AS-03	70	⬆	➖	⬆	⏫	➖	➖	⏬	⏬	⬇	50,000
	Falken Azenis FK450 A/S	68	⏫	⬆	⬆	⏫	➖	⬇	⬇	⬆	➖	40,000
	Kumho ECSTA 4X II	68	⬆	⬆	⏫	⬆	⬇	➖	➖	➖	⏬	40,000
	Cooper Zeon RS-3G1	68	⬆	⬆	⬆	⬆	⬇	⬇	⬇	⬆	⬇	35,000
	Bridgestone Potenza RE970 AS Pole Position	68	⬆	⬆	⬆	⬆	⏬	⬇	⬇	⬆	⏬	45,000
	Laufenn S Fit AS	68	⬆	➖	⬆	⬆	➖	⬇	➖	⬆	➖	60,000
	Nitto Motivo	66	⬆	➖	⬆	⬆	⬇	➖	⬇	⬆	⬇	50,000
	Fuzion UHP Sport A/S	64	⬆	⬇	⬆	⬆	➖	➖	⬇	⬆	⬇	55,000
	Toyo Proxes 4 Plus	62	⬆	⬇	⬆	⬆	➖	⬇	➖	⬆	⬇	50,000
	Sumitomo HTR A/S PO2	60	⬆	➖	⏫	⬆	⏬	⬇	⬇	⬆	⏬	30,000
	Sumitomo HTR Enhance L/X	60	⬆	⬇	⬆	⬆	⬇	➖	⬇	⬆	⬇	55,000
	GT Radial Champiro UHP AS	58	⬆	➖	➖	⬆	⏬	⬇	⬇	➖	➖	40,000

Ultra-High-Performance (UHP) Summer Tires

LIKE THE UHP ALL-SEASON TIRES, these also come in a number of speed ratings: ZR (above 149 mph), W (168 mph), and Y (186 mph). However, UHP Summer tires offer the ultimate in terms of dry and wet grip and handling performance but they are not suited for cold and winter weather conditions. These tires are also available in sizes found on sports cars as well as on performance-tuned versions of more main-stream cars.

Quick Recommendations

These are high-scoring models that stand out in our testing.

UHP SUMMER TIRES
High performing for three season driving
Nokian zLine
Yokohama ADVAN Sport V105
Pirelli P Zero.

Michelin Pilot Super Sport

Goodyear Eagle F1 Asymmetric 3

Recommended	Brand & Model	Overall Score	Three-Season Driving: Dry braking	Three-Season Driving: Wet braking	Three-Season Driving: Handling	Three-Season Driving: Hydroplaning	Winter Driving: Snow traction	Winter Driving: Ice braking	Comfort: Ride	Comfort: Noise	Other: Rolling resistance	Other: Tread life, miles
	UHP SUMMER											
✓	**Michelin** Pilot Super Sport	82	⇈	⌃	⇈	⇈	–	–	⌄	⌃	⇊	40,000
✓	**Goodyear** Eagle F1 Asymmetric 3	80	⇈	⌃	⇈	⇈	–	–	–	⌃	–	35,000
✓	**Nokian** zLine	80	⇈	⌃	⇈	⇈	–	–	–	⌃	–	35,000
✓	**Yokohama** ADVAN Sport V105	78	⇈	⌃	⇈	⇈	–	–	⌄	⌃	⇊	35,000
✓	**Pirelli** P Zero	78	⇈	⌃	⇈	⇈	–	–	⌄	⌄	⇊	35,000
	Kumho ECSTA PS91	76	⇈	⌃	⇈	⇈	–	–	⌄	⌃	⇊	25,000
	Bridgestone Potenza S-04 Pole Position	76	⇈	⌃	⇈	⇈	–	–	⌄	–	⇊	30,000
	Vredestein Ultrac Vorti	76	⇈	⌃	⇈	⇈	–	–	⇊	⌃	⌄	40,000
	Hankook Ventus V12 evo2	76	⇈	⌃	⇈	⌃	–	–	⌄	–	–	35,000
	Nexen N Fera SU1	76	⇈	⌃	⇈	⇈	–	–	⌄	⌃	–	35,000
	Toyo Proxes T1 Sport	74	⇈	⌃	⇈	⇈	–	–	⌄	⌃	⌄	25,000
	Firestone Firehawk Indy 500	74	⇈	⌃	⇈	⌃	–	–	⌄	–	–	40,000
	Bridgestone Potenza RE760 Sport	72	⇈	–	⇈	⇈	–	–	⌄	⌃	⇊	40,000
	Sumitomo HTR ZIII	70	⇈	–	⇈	⌃	–	–	⌄	⌃	⌄	35,000
	BFGoodrich g-Force Sport Comp-2	70	⇈	⌃	⇈	⌃	–	–	⌄	⌄	⇊	35,000
	Nitto iNVO	68	⇈	–	⇈	⌃	–	–	⌄	⇊	⇊	30,000
	Cooper Zeon RS3-S	66	⌃	–	⇈	⇈	–	–	⌄	⌄	⌄	25,000
	Dunlop Direzza DZ102	66	⌃	–	⌃	⇈	–	–	⌄	–	⇊	40,000

Crossover SUV Tires & Winter/Snow Truck Tires

CROSSOVER SUV TIRES are specifically designed for modern car-based, or crossover, SUVs. These split the difference between car and truck tires. They are tuned for the performance, light-duty towing, and off-roading capabilities of those vehicles. We have tested both T-speed rated (118 mph) and H-speed rated (130 mph) tires. They are designed to handle most conditions—including wet and dry pavement and light snow—reasonably well. They also emphasize a comfortable and quiet ride, predictable handling, and long wear. You should use winter/snow truck tires if you regularly encounter severe winter conditions.

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

CROSSOVER
Best for most weather conditions:
Kumho Crugen Premium
Bridgestone Dueler H/L 442 Ecopia
Summitomo HTR Enhance C/X

Goodyear Assurance CS Fuel Max

WINTER/SNOW TRUCK
Best for severe winter driving conditions:
Nokian Hakkapeliitta R2 SUV
Bridgestone Blizzak DM-V2

Michelin Latitude X-Ice XI2

Recommended	Brand & Model	Overall Score	Three-Season Driving: Dry braking	Three-Season Driving: Wet braking	Three-Season Driving: Handling	Three-Season Driving: Hydroplaning	Winter Driving: Snow traction	Winter Driving: Ice braking	Comfort: Ride	Comfort: Noise	Other: Rolling resistance	Other: Tread life, miles
	CROSSOVER TIRES											
✓	**Goodyear** Assurance CS Fuel Max	70	▲	●	▲	▲▲	▲	●	▲	▲	▲▲	40,000
✓	**Kumho** Crugen Premium	68	▲	●	●	▲	▲	●	●	▲	▲	60,000
✓	**Bridgestone** Dueler H/L 422 Ecopia	68	▲	●	●	●	▲	●	▲	▲	▲▲	65,000
✓	**Sumitomo** HTR Enhance C/X	68	▲	●	▲	▲▲	●	▼	▲	▲	●	60,000
	Hankook Dynapro HP2	66	▲	▼	●	▲	▲	▼	●	▲	▲	75,000
	Nitto NT 421Q	66	●	●	●	▲▲	▲	●	▲	▲	▼	65,000
	Toyo Open Country Q/T	66	●	▼	●	▲▲	▲	●	●	▲	●	65,000
	Yokohama Geolandar G055	64	●	▼	●	▲	▲	▼	●	▲	▲	75,000
	Toyo Celsius CUV	64	●	▼	●	▲▲	▲	●	▲	▼	●	75,000
	WINTER/SNOW TRUCK TIRES											
✓	**Michelin** Latitude X-Ice XI2	74	▼	▼	●	●	▲▲	▲▲	●	▲▲	▲▲	NA
✓	**Nokian** Hakkapeliitta R2 SUV	68	●	▼	●	▲	▲▲	▲	▲	▲	▲	NA
✓	**Bridgestone** Blizzak DM-V2	68	▼	▼	▼	▲	▲▲	▲▲	▲	●	●	NA
	General Grabber Arctic	66	▼	▼	▼	▲	▲▲	▲	▲	▲	▲	NA
	Dunlop Winter Maxx SJ8	66	▼	▼▼	▼▼	▲	▲▲	▲▲	▲	▲▲	●	NA
	Yokohama iceGUARD iG51v	66	▼	▼	▼	▲▲	▲▲	▲	▲	●	●	NA
	Nexen WINGUARD winSpike	62	▼	▼	▼	▲	▲▲	▲	●	▲	▲	NA
	Goodyear Ultra Grip Ice WRT SUV	62	●	▼	▼	▲	▲▲	▲	●	●	●	NA
	Toyo Observe GSi-5	60	▼	▼▼	▼▼	▲	▲▲	▲	▲	●	▲	NA
	Hankook RW11 I*Pike	56	●	▼	●	▲▲	▲	▲	●	●	▲	NA
	Firestone Winterforce UV	56	●	▼	▼▼	▲▲	▲▲	●	●	●	●	NA
	Cooper Discoverer M+S	54	▼	▼	▼	▲▲	▲▲	●	●	●	▼	NA

All-Season Truck Tires

THESE TIRES ARE very big sellers and have characteristics similar to those for all-season car tires. They aren't designed for serious off-road use, but that's something few SUV drivers ever do. Tested models are designed for light-duty SUVs and pickup trucks.

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

ALL-SEASON TRUCK TIRES
Best for all-weather conditions:
Firestone Destination LE 2
Pirelli Scorpion Verde All Season Plus
Michelin Defender LTLTX M/S

Continental CrossContact LX20 EcoPlus

Michelin Premier LTX

Recommended	Brand & Model	Overall Score	Three Season Driving: Dry braking	Three Season Driving: Wet braking	Three Season Driving: Handling	Three Season Driving: Hydroplaning	Winter Driving: Snow traction	Winter Driving: Ice braking	Comfort: Ride	Comfort: Noise	Other: Rolling resistance	Other: Tread life, miles
	ALL SEASON TRUCK TIRES											
✓	**Continental** CrossContact LX20 EcoPlus	74										65,000
✓	**Michelin** Premier LTX	74										40,000
✓	**Firestone** Destination LE 2	72										65,000
✓	**Pirelli** Scorpion Verde All Season Plus	72										65,000
✓	**Michelin** Defender LTX M/S	72										85,000
	Cooper Discoverer SRX	70										55,000
	General Grabber HTS60	70										65,000
	Kumho Crugen HT51	68										60,000
	Hankook Dynapro HT	68										70,000
	Nexen Roadian HTX RH5	68										70,000
	Laufenn X Fit HT	68										70,000
	Bridgestone Dueler LTH	66										75,000
	Nokian WR G3 SUV	66										55,000
	Bridgestone Dueler H/L Alenza Plus	66										65,000
	GT Radial Savero HT2	66										65,000
	Uniroyal Laredo Cross Country Tour	64										65,000
	Maxxis 770 Bravo H/T	64										60,000
	Falken WildPeak H/T HT01	64										80,000
	Yokohama Geolandar H/T G056	64										70,000
	Nitto Dura Grappler Highway Terrain	62										70,000
	Fuzion SUV	62										70,000
	Sumitomo Encounter HT	62										75,000
	Toyo Open Country H/T	56										65,000

WORSE — BETTER | RECOMMENDED

All-Terrain Truck Tires

SIMILAR TO ALL-SEASON truck tires, these models have similar characteristics to all-season car tires, but offer some off-road grip as well. The trade-off with these is that the off-road performance may come with added noise. Tested models are designed for light-duty SUVs and pickup trucks.

Quick Recommendations

These are high-scoring models that stand out for the reasons below.

ALL-TERRAIN TRUCK TIRES
Best for all-weather conditions:
Goodyear Wrangler TrailRunner AT
Yokohama Geolandar A/T G015
Nexen Roadian AT Pro RA8
Falken WildPeak A/T AT3W

Continental TerrainContact A/T

Michelin LTX A/T 2

Recommended	Brand & Model	Overall Score	Three Season Driving: Dry braking	Three Season Driving: Wet braking	Three Season Driving: Handling	Three Season Driving: Hydroplaning	Winter Driving: Snow traction	Winter Driving: Ice braking	Comfort: Ride comfort	Comfort: Noise	Other: Rolling resistance	Other: Tread life, miles
	ALL TERRAIN TRUCK TIRES											
✓	**Continental** TerrainContact A/T	72	▲	●	▲	▲	●	●	●	▲	▼	65,000
✓	**Michelin** LTX A/T 2	72	●	▼	●	▲▲	▲	▲	▲	●	▲▲	85,000
✓	**Goodyear** Wrangler TrailRunner AT	68	▲	●	▲	▲	▲	▲	●	▲	●	50,000
✓	**Yokohama** Geolandar A/T G015	68	●	▼	●	▲▲	▲	▲	●	▲	▼	60,000
✓	**Nexen** Roadian AT Pro RA8	68	●	▼	●	▲	▲	▲	●	▲	●	75,000
✓	**Falken** WildPeak A/T AT3W	68	●	●	●	▲	▲	▲	●	▼	●	70,000
	Nokian Rotiiva AT	66	●	▼	●	▲	▲▲	●	▲	▲	▲	60,000
	Laufenn X Fit AT	66	●	▼	●	▲	▲	▲	●	▲	▲	75,000
	Hankook Dynapro AT-M	66	●	▼	●	▲	▲	▲	▼	●	▲	85,000
	Pirelli Scorpion ATR	66	●	▼	●	▲	▲	●	▲	▲	●	60,000
	Cooper Discoverer A/T3	64	▲	▼	●	▲▲	●	●	▲	●	●	60,000
	Cooper Discoverer A/TW	64	●	▼	●	▲▲	▲	●	●	●	●	55,000
	Firestone Destination A/T	64	●	▼	●	▲	●	●	●	▲	●	55,000
	Toyo Open Country A/T II	62	▲	▼	●	▲	●	●	●	▼	●	75,000
	GT Radial Adventuro AT3	62	●	▼	●	▲▲	▼	●	●	▲	●	55,000
	Maxxis 771 Bravo A/T	60	▲	▼	●	▲▲	▼▼	●	●	●	●	65,000
	Kumho Road Venture AT51	58	●	▼	●	▲	▲	▲	●	●	●	45,000

GUIDE TO THE RATINGS: Overall Score is based on up to 14 tests, with braking, handling, and hydroplaning resistance more heavily weighted for most tires. Braking tests on ice are from 10 mph; on dry and wet pavement from 60 mph. Handling for many tires combines how well a tire did in wet and dry cornering grip, steering feel, and an emergency handling maneuver. Hydroplaning denotes a tire's ability to resist skimming along the surface of standing water. Snow traction tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on flat, moderately packed snow. Ride comfort and Noise are evaluated subjectively, on rough and smooth roads. Rolling resistance, as measured on a dynamometer, is a factor in fuel economy. Tread life indicates wear potential from our mixed driving test of up to 20,000 miles.

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Here you will find profiles of 284 cars, SUVs, minivans, pickup trucks, and wagons, covering nearly every major model made from 2008 through 2017. Each profile includes a review by Consumer Reports' auto experts, typical price ranges for each model year, crash-test results, the dates of redesigns or freshenings, available drive wheels and safety features, and other information. For most models, you'll also find a detailed reliability history chart that provides an overall reliability verdict for each model year and shows how the model fared in 17 major areas, including engine, cooling, fuel system, transmission, electrical, brakes, and power equipment–information that can help you avoid buying a problem-prone vehicle.

PHOTO: GETTY IMAGES

User's Guide to Vehicle Profiles

1. The "Good Bet" symbol is given to models that have consistently done well in our tests and have had consistently above-average reliability.

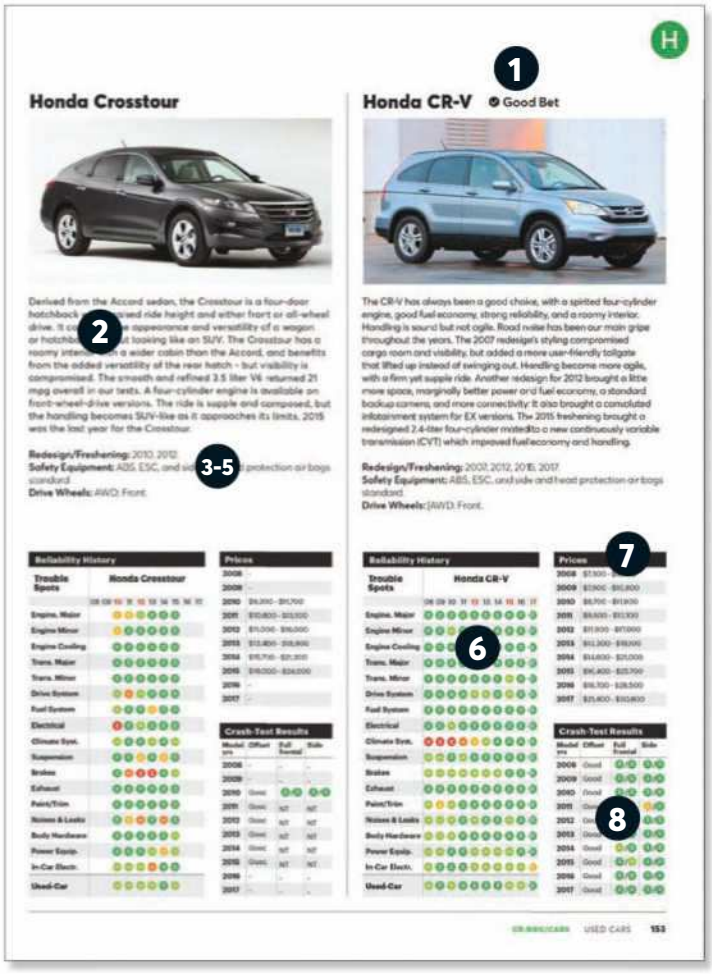
2. Overview
This assessment by CR's auto experts is based on testing and research through the years covered.

3. Redesign/Freshening
Here we note the model year or years that the vehicle received significant design changes. In between major redesigns, a model typically remains the same from year to year, sometimes with minor changes in styling, trim, features, or the powertrain.

4. Safety Equipment
We note here the availability of side and head-protection air bags, antilock brakes (ABS), and electronic stability control (ESC). Starting in 2012, all passenger vehicles have standard ABS and ESC.

5. Drive Wheels
This tells you whether a vehicle uses front-wheel drive, rear-wheel drive, four-wheel drive, or all-wheel drive. 4WD is available as a part-time, permanent, or selectable system. Both permanent and selectable can be engaged in full-time 4WD all the time. Part-time 4WD can't be used on dry pavement. AWD is similar to full-time 4WD, except it doesn't include low-range gearing, which is most important for serious off-road driving.

Reliability Ratings Key
WORSE — BETTER



6. Reliability History
For each model year, where available, this chart details the problems in 17 trouble spots. See the facing page for details on interpreting these charts. The Used Car Verdict sums up the overall reliability of each model year. The year a model was redesigned is noted in Red. These charts are based on more than 640,000 responses to our most recent Annual Auto Survey. Consumer Reports subscribers reported on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or downtime, in any of the trouble spots included in the table on the facing page. Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage.

7. Prices
Prices are an estimate of the price range for the years the model was available.

8. Crash-Test Results
Where available, we include frontal- and side-crash results from the National Highway Traffic Safety Administration and offset-frontal crash results from the Insurance Institute for Highway Safety. The IIHS uses a four-point scale: Good, Acceptable, Marginal, and Poor. Starting with the 2011 model year the NHTSA revised its testing methods to be more stringent. Therefore, the 2011 and later crash-test results are not comparable with those of the 2010 and earlier models.

How to Read the Charts

To check on the reliability history of a particular year's model, start with the Used Car Verdict. This score shows whether the model had more or fewer problems overall than the average model of that year, calculated from the total number of problems reported by subscribers in all trouble spots. Because problems with the engine, major; engine cooling; transmission, major; and drive system can be serious and expensive to repair, our calculations give extra weight to problems in those areas.

To see a model's individual strengths and weaknesses, look at the individual scores for each of the 17 trouble spots. The chart on the right shows the average problem rates for all models in the survey in each trouble spot by year.

Scores for each profile reliability chart are based on the percentage of survey respondents who reported problems for that trouble spot, compared with that year's average model.

Models that score a ⏬ are not necessarily unreliable, but suffer a higher rate of problems than the average model. Similarly, models that score a ⏫ are not necessarily problem-free, but had relatively few problems compared with other models.

Because problem rates in some trouble spots are very low, we do not assign a ⏬ or a 🔽 unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 or 1 percent, it will be assigned a 🔼 or a ⏫ respectively.

Newer vehicles should have few, if any, problems. In some cases a model may score 🔼 and ⏫ in most categories, but the verdict is a ❗ or lower because it still has more problems than the average model. A column of asterisks (*) indicates that there is insufficient data for that year.

What the Trouble Spots Include

- **Engine, major:** Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.
- **Engine, minor:** Oil leaks, accessory belts and pulleys, engine mounts, engine knock or ping.
- **Engine, cooling:** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.
- **Transmission, major:** Transmission rebuild or replacement, torque converter, premature clutch replacement.
- **Transmission, minor:** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).
- **Drive system:** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.
- **Fuel system:** Check engine light, sensors (includes O_2 or oxygen sensor), emission control devices (includes EGR), engine computer, fuel cap, fuel gauge/sender, fuel injection system, fuel pump, fuel leaks, stalling or hesitation.
- **Electrical:** Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, spark plugs and wires failure.
- **Climate system:** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.
- **Suspension:** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.
- **Brakes:** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.
- **Exhaust:** Muffler, pipes, catalytic converter, exhaust manifold, leaks.
- **Paint/trim:** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.
- **Noises/leaks:** Squeaks or rattles, seals, and/or weather stripping, air or water leaks, wind noise.
- **Body hardware:** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, safety belts, sunroof, convertible top, glass defect.
- **Power equipment and accessories:** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system.
- **In-car electronics:** Audio systems, entertainment systems, navigation system, backup camera/sensors, communication system.

The Numbers Behind Reliability Ratings

Average Percentage of Cars With a Reported Issue

Trouble Spots	08	09	10	11	12	13	14	15	16	17
Engine Major	1	2	2	1	1	1	<1	<1	<1	<1
Engine Minor	3	3	2	2	1	1	1	1	<1	<1
Engine Cooling	1	1	1	1	1	<1	<1	<1	<1	<1
Trans. Major	1	1	1	1	1	1	1	<1	<1	<1
Trans. Minor	2	2	1	1	1	1	1	1	1	<1
Drive System	3	2	2	2	1	1	1	1	1	<1
Fuel System	3	2	2	3	2	2	1	1	1	<1
Electrical	2	2	2	1	1	1	<1	<1	<1	<1
Climate Syst.	4	5	4	3	2	2	2	1	1	<1
Suspension	5	5	4	3	2	2	1	1	1	<1
Brakes	5	5	4	3	3	2	1	1	1	<1
Exhaust	2	1	1	1	1	<1	<1	<1	<1	<1
Paint/Trim	3	2	2	1	2	1	1	1	1	<1
Noises & Leaks	3	3	3	2	2	2	2	2	1	1
Body Hardware	2	2	1	1	1	1	1	1	1	<1
Power Equip.	6	5	5	3	3	3	2	2	1	1
In-car Electronics	4	3	3	3	3	3	3	3	3	2

THE CHART ABOVE shows the average rates of problems in each trouble spot by model year for all vehicles in CR's Annual Auto Survey. This is the basis for the Reliability History charts that appear in the profiles.

For example, 6 percent of 2008 models had Power Equipment problems on average. The Honda CR-V on the facing page scores a 🔼 (Better Than Average) because 3.2 percent of the 2008 CR-Vs had a problem in this area.

In 2010, the average rate of problems in the Climate System was 4 percent. Because 9 percent of 2010 CR-Vs were reported to have a problem in this category, it has a score of ⏬ (Much Worse Than Average).

Acura ILX

Introduced in 2013, Acura's entry-level luxury compact shares its underpinnings with the Honda Civic. But the ILX has different suspension tuning, as well as fancier features and nicer interior materials. Early models were available with three four-cylinder engines: a 2.0-liter base, 1.5-liter hybrid, and a higher-performance 2.4-liter. The base engine and five-speed automatic work very well. The 2016 freshening included a standard dual-clutch transmission, which is clunky and reluctant to downshift. Handling is sound, but the ride is stiff and choppy, road noise is pronounced, and the driver's seat lacks lower back support, all of which undermine the ILX's pretense of affordable luxury.

Redesign/Freshening: 2013, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Acura ILX									
	08	09	10	11	12	**13**	14	15	**16**	17
Engine, Major						⇈	⇈	*	⇈	*
Engine Minor						⇈	⇈	*	⇈	*
Engine Cooling						⇈	⇈	*	⇈	*
Trans. Major						⇈	⇈	*	⇈	*
Trans. Minor						⇈	⇈	*	⇗	*
Drive System						⇈	⇈	*	⇈	*
Fuel System						⇈	⇈	*	⇈	*
Electrical						⇈	⇈	*	⇈	*
Climate Syst.						⇈	⇈	*	⇗	*
Suspension						!	⇊	*	!	*
Brakes						⇗	⇈	*	⇓	*
Exhaust						⇈	⇈	*	⇈	*
Paint/Trim						⇈	⇈	*	⇈	*
Noises & Leaks						!	⇗	*	⇗	*
Body Hardware						⇈	⇈	*	⇈	*
Power Equip.						⇗	!	*	⇊	*
In-Car Electr.						⇗	⇈	*	!	*
Used-Car						⇈	⇈	*	⇊	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	$12,400 - $13,900
2014	$14,100 - $16,600
2015	$16,400 - $18,500
2016	$19,100 - $20,200
2017	$22,500 - $25,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	Good	⇈/⇗	⇈/⇈
2014	Good	⇈/⇗	⇈/⇈
2015	Good	⇈/⇗	⇈/⇈
2016	Good	⇈/⇗	⇈/⇈
2017	Good	⇈/⇗	⇈/⇈

Acura MDX

The MDX has always been one of our top-rated SUVs, with a strong, refined powertrain and a very functional seven-passenger interior. The ride is firm but composed. Handling is responsive but can get a bit sloppy in emergency maneuvers, even with the standard stability control. The cabin is well-appointed and quiet, but road noise is noticeable. A welcome feature is a split third-row seat that folds flat into the floor. The significantly better 2007 redesign brought a 300-hp V6, somewhat better agility, less road noise, and a dashboard confusingly crowded with buttons. The small third-row seat is best for kids. The 2016 redesign brought a nine-speed automatic that isn't always smooth or responsive, and an unintuitive shifter. The ride is still quiet, but handling is a bit more mundane, though secure.

Redesign/Freshening: 2007, 2014, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Acura MDX									
	08	09	10	11	12	13	**14**	15	**16**	17
Engine, Major	⇈	⇈	⇗	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇗	⇈	⇗	⇈	⇗	⇗	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇗	⇈
Trans. Minor	⇗	⇈	⇗	⇈	⇈	⇈	⇈	⇈	!	⇈
Drive System	⇈	⇗	⇈	⇗	⇗	⇈	⇈	⇈	⇗	⇈
Fuel System	⇈	⇗	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇗	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	⇓	⇗	⇈	⇈	⇗	⇈	⇗	⇈	⇈	⇈
Suspension	!	!	⇓	⇓	!	!	⇓	!	⇗	⇈
Brakes	⇗	⇈	⇈	⇈	⇗	⇈	⇈	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇗	⇈
Noises & Leaks	!	⇗	⇈	⇓	⇗	!	⇓	⇓	⇗	⇈
Body Hardware	!	⇈	⇈	⇈	⇈	⇈	⇈	⇗	⇈	⇈
Power Equip.	!	⇗	!	⇗	⇗	⇗	⇗	⇗	⇗	⇈
In-Car Electr.	⇊	⇊	!	⇗	⇗	⇓	⇓	!	!	⇗
Used-Car	⇗	⇈	⇈	⇗	⇗	⇈	⇗	⇗	⇊	⇗

Prices

2008	$10,500 - $12,300
2009	$12,300 - $14,000
2010	$13,900 - $17,000
2011	$15,400 - $18,600
2012	$17,800 - $22,000
2013	$20,400 - $24,300
2014	$23,100 - $30,400
2015	$27,000 - $33,300
2016	$30,800 - $39,200
2017	$38,200 - $48,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	⇈/⇈
2009	Good	⇈/⇈	⇈/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	Good	⇈/⇗	⇈/⇈
2012	Good	⇈/⇗	⇈/⇈
2013	Good	⇈/⇗	⇈/⇈
2014	Good	⇈/⇈	⇈/⇈
2015	Good	⇈/⇈	⇈/⇈
2016	Good	⇈/⇈	⇈/⇈
2017	Good	⇈/⇈	⇈/⇈

Acura RDX ✔ Good Bet

Derived from the Honda CR-V, the RDX bowed in 2007 as a small, all-wheel-drive upscale SUV. First generation models have a 240-hp, 2.3-liter turbocharged four-cylinder that either hesitates or bursts forward with power, and lacks the refinement of a V6. Handling is relatively agile, but the ride is way too stiff, and road noise is pronounced. There are lots of electronic bells and whistles but the navigation system's dashboard controller is very awkward to use. 2013 brought a much better redesign, with a roomier interior and a smooth, powerful V6 and a six-speed automatic. The ride improved but was still a bit choppy.

Redesign/Freshening: 2007, 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Acura RDX								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇑	⇑	⇑	↑	⇑	⇑	⇑	⇑	⇑	⇑
Engine Minor	⇑	↓	⇑	⇑	↑	⇑	⇑	⇑	⇑	⇑
Engine Cooling	↑	↑	⇑	⇑	⇑	⇑	⇑	⇑	⇑	⇑
Trans. Major	↑	↑	⇑	⇑	⇑	⇑	⇑	⇑	⇑	⇑
Trans. Minor	⇑	↑	⇑	⇑	!	⇑	⇑	⇑	⇑	⇑
Drive System	⇑	⇑	!	↓	↑	⇑	⇑	⇑	⇑	⇑
Fuel System	⇑	⇑	⇑	⇑	⇑	⇑	⇑	⇑	⇑	⇑
Electrical	⇑	⇑	⇑	⇑	⇑	⇑	⇑	⇑	⇑	⇑
Climate Syst.	↓	↓	!	↓	↑	↑	↑	⇑	⇑	⇑
Suspension	⇑	↑	↓	!	!	↓	!	⇑	⇑	⇑
Brakes	↑	!	↑	⇑	⇑	!	↑	!	↑	⇑
Exhaust	⇑	!	⇑	⇑	⇑	⇑	⇑	⇑	⇑	⇑
Paint/Trim	↑	⇑	↓	↑	↑	↑	⇑	⇑	⇑	⇑
Noises & Leaks	↓	↓	⇑	⇑	↓	!	↑	↑	⇑	⇑
Body Hardware	⇑	⇑	⇑	⇑	⇑	⇑	⇑	⇑	⇑	⇑
Power Equip.	↓	⇑	!	↑	!	⇑	↑	↑	↑	⇑
In-Car Electr.	!	⇑	⇑	!	⇑	⇑	↑	↓	!	
Used-Car	!	↑	↑	!	⇑	↑	↑	↑	↑	↑

Prices

2008	$8,800 - $9,700
2009	$9,900 - $11,000
2010	$10,900 - $12,700
2011	$12,000 - $14,100
2012	$14,000 - $16,200
2013	$17,800 - $20,800
2014	$20,000 - $23,300
2015	$23,100 - $26,300
2016	$28,000 - $34,400
2017	$33,000 - $37,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇑/⇑	⇑/⇑
2009	Good	⇑/⇑	⇑/⇑
2010	Good	⇑/⇑	⇑/⇑
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	⇑/⇑	⇑/⇑
2015	Good	⇑/⇑	⇑/⇑
2016	Good	⇑/⇑	⇑/⇑
2017	Good	⇑/⇑	⇑/⇑

Acura RL, RLX

Acura's flagship sedan is a good car but never one of the greats. While quiet and refined, it has always trailed its German competitors in performance. A 2005 redesign brought more horsepower and a switch to standard all-wheel drive. Handling and ride comfort still didn't match other sports luxury sedan peers, although the 2009 update helped. The interior was nicely finished but cramped for a big car; overall, it is only slightly roomier than an Acura TL. For 2014, the RL was redesigned and renamed RLX and came with front-wheel drive and a V6 engine. While roomier inside, it still trailed its competitors in our tests. The V6 and six-speed automatic are high points for the car. The hybrid version is only available with all-wheel drive.

Redesign/Freshening: 2005, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Acura RL, RLX								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*		⇑	*	*	*
Engine Minor	*	*	*	*	*		⇑	*	*	*
Engine Cooling	*	*	*	*	*		⇑	*	*	*
Trans. Major	*	*	*	*	*		⇑	*	*	*
Trans. Minor	*	*	*	*	*		⇑	*	*	*
Drive System	*	*	*	*	*		↑	*	*	*
Fuel System	*	*	*	*	*		↑	*	*	*
Electrical	*	*	*	*	*		⇑	*	*	*
Climate Syst.	*	*	*	*	*		↓	*	*	*
Suspension	*	*	*	*	*		!	*	*	*
Brakes	*	*	*	*	*		↓	*	*	*
Exhaust	*	*	*	*	*		⇑	*	*	*
Paint/Trim	*	*	*	*	*		⇑	*	*	*
Noises & Leaks	*	*	*	*	*		↑	*	*	*
Body Hardware	*	*	*	*	*		⇑	*	*	*
Power Equip.	*	*	*	*	*		↓	*	*	*
In-Car Electr.	*	*	*	*	*		↓	*	*	*
Used-Car	*	*	*	*	*		↓	*	*	*

Prices

2008	$9,100 - $9,400
2009	$10,700 - $11,100
2010	$12,600 - $13,200
2011	$15,800 - $16,200
2012	$18,900 - $20,100
2013	-
2014	$20,900 - $24,800
2015	$24,700 - $28,200
2016	$33,500 - $34,200
2017	$39,000 - $47,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇑/⇑	⇑/⇑
2009	Good	⇑/⇑	⇑/⇑
2010	Good	⇑/⇑	⇑/⇑
2011	Good	NT	NT
2012	Good	NT	NT
2013	-	-	-
2014	Good	NT	NT
2015	Good	⇑/⇑	⇑/⇑
2016	Good	⇑/⇑	⇑/⇑
2017	Good	⇑/⇑	⇑/⇑

Acura TL, TLX

The 2009 TL was basically a fancier Honda Accord V6. Spacious and well-finished, the TL featured a refined drivetrain and competent, but not sporty, handling. Although overall it is a fine car, it doesn't stand out among sporty midsize sedans in any category other than reliability. The cabin is well finished but road noise intrudes and the dash is cluttered with buttons. The front seats are comfortable but the rear is cramped. Our tested FWD, 3.5-liter V6 returned 24 mpg overall with the six-speed automatic. It had taut handling and a compliant, if firm, ride. But we found the steering vague and lacking feedback. AWD was available with the 3.7-liter V6. Replaced by the TLX in 2015, but it still doesn't quite measure up to the competition. It's available with either a four- or a six-cylinder engine; all-wheel drive is only available with the V6.

Redesign/Freshening: 2004, 2009, 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Acura TL, TLX								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$8,500 - $10,700
2009	$10,300 - $11,600
2010	$11,000 - $12,500
2011	$12,000 - $13,700
2012	$13,400 - $17,000
2013	$14,900 - $19,600
2014	$17,900 - $23,000
2015	$19,400 - $25,400
2016	$22,900 - $28,800
2017	$25,100 - $34,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	NT	NT
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Acura TSX ✔ Good Bet

Acura's entry-level TSX was not as exciting to drive as the best sports sedans, it was certainly more agile than a Honda Accord. Our major beef was the stiff ride. The powertrain was very smooth, and the four-cylinder engine returned good fuel economy. Interior fit and finish is impressive, and the controls are logically arranged, but the rear seat is not that roomy. The TSX is an excellent Used-Car alternative to a new small sedan because it came with standard electronic stability control. 2009 brought a much-improved, all-new model that was roomier, quieter, and enjoyable to drive thanks to its mildly sporty character. The front seats are comfortable; the rear is a little tight. A wagon bodystyle was also available. Overall, a used TSX is a an economical choice of getting a semi-luxurious car without overspending on maintenance and repair.

Redesign/Freshening: 2004, 2009.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Acura TSX								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$8,100 - $8,300
2009	$9,100 - $9,700
2010	$9,800 - $11,600
2011	$10,900 - $13,400
2012	$12,500 - $15,300
2013	$14,500 - $18,500
2014	$16,800 - $20,900
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	-	-	-
2016	-	-	-
2017	-	-	-

Audi A3

The A3 is an upscale little hatchback with a tasteful interior and, in most versions, a gutsy 2.0-liter, turbocharged four-cylinder engine. It's a relative of the VW Rabbit/GTI and Jetta and resembles a small wagon. Front-wheel drive is standard but as in other Audis, all-wheel drive is available. We found the A3 quite nimble and quick. The S-tronic transmission, an automated manual, works well but tends to transmit some vibrations at low speeds. A more powerful 3.2-liter V6 was optional on front-drive versions and standard with AWD models until 2009. A redesigned A3 sedan arrived for 2015. It was a much more modern car with a more substantial feel, sporty handling, a taut ride, and an up-to-date infotainment system. We got a respectable 27 mpg overall in our tests of a FWD version with the 1.8-liter engine.

Redesign/Freshening: 2006, 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Audi A3								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	⏫	🔼	*
Engine Minor	*	*	*	*	*	*	*	🔼	🔼	*
Engine Cooling	*	*	*	*	*	*	*	⏫	⏫	*
Trans. Major	*	*	*	*	*	*	*	⏫	⏫	*
Trans. Minor	*	*	*	*	*	*	*	⏫	❗	*
Drive System	*	*	*	*	*	*	*	⏫	⏫	*
Fuel System	*	*	*	*	*	*	*	⏫	⏫	*
Electrical	*	*	*	*	*	*	*	⏫	⏫	*
Climate Syst.	*	*	*	*	*	*	*	❗	🔼	*
Suspension	*	*	*	*	*	*	*	⏫	⏫	*
Brakes	*	*	*	*	*	*	*	⏫	⏫	*
Exhaust	*	*	*	*	*	*	*	⏫	⏫	*
Paint/Trim	*	*	*	*	*	*	*	⏫	🔼	*
Noises & Leaks	*	*	*	*	*	*	*	⏫	⏫	*
Body Hardware	*	*	*	*	*	*	*	⏫	⏫	*
Power Equip.	*	*	*	*	*	*	*	🔼	🔼	*
In-Car Electr.	*	*	*	*	*	*	*	🔼	🔼	*
Used-Car	*	*	*	*	*	*	*	🔼	⏬	*

Prices

2008	$5,900 - $10,000
2009	$5,900 - $10,800
2010	$7,100 - $11,000
2011	$8,400 - $11,700
2012	$11,800 - $15,800
2013	$14,500 - $18,200
2014	-
2015	$16,500 - $30,700
2016	$19,800 - $39,900
2017	$25,900 - $46,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	NT	NT	NT
2015	Good	🔼/⏫	⏫/⏫
2016	Good	🔼/⏫	⏫/⏫
2017	Good	🔼/⏫	⏫/⏫

Audi A4

The A4 is available with front- or all-wheel drive. Models after the 2002 redesign featured impressive attention to interior detail, but the four-cylinder turbo engine could sound a bit rough. The 2009 redesign was a big step forward in terms of handling agility and overall refinement. Handling was agile and very secure, the ride was firm but supple, and interior quality was first-rate. The rear seat grew a bit, but was still tight, though, and some controls became overly complex. The 2.0-liter, turbocharged four-cylinder and slick eight-speed automatic returned a very respectable 25 mpg overall in our tests of an all-wheel-drive version. Front-drive models used a continuously variable transmission. The high-performance S4 has a 3.0-liter supercharged V6.

Redesign/Freshening: 2002, 2009, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Audi A4									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	🔽	⏬	⏬	⏬	🔽	⏫	⏫	🔼	⏫	⏫
Engine Minor	⏬	⏬	⏬	⏬	🔽	⏫	❗	⏫	⏫	⏫
Engine Cooling	❗	⏬	⏬	❗	🔼	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏫	🔼	🔼	⏫	⏫	🔼	⏫	⏫	⏫	⏫
Drive System	❗	⏫	⏬	🔼	⏫	⏫	🔼	⏫	🔼	⏫
Fuel System	⏬	⏬	⏬	⏫	🔽	❗	🔼	🔼	⏫	⏫
Electrical	🔼	⏬	🔽	⏫	🔼	⏫	⏫	⏫	⏫	⏫
Climate Syst.	❗	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Suspension	⏫	⏫	🔼	⏬	🔼	❗	🔽	⏫	⏫	⏫
Brakes	⏫	🔼	🔽	⏫	🔼	❗	❗	⏫	⏫	⏫
Exhaust	❗	❗	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	🔼	🔽	⏫	⏫	🔼	⏫	⏫	🔼	⏫	⏫
Noises & Leaks	❗	🔼	🔼	❗	⏫	⏫	⏫	🔼	⏫	🔼
Body Hardware	❗	⏬	⏫	⏫	⏫	⏫	⏫	🔼	⏫	⏫
Power Equip.	❗	⏬	❗	🔼	❗	🔼	⏫	🔼	⏫	⏫
In-Car Electr.	⏫	⏬	🔼	🔼	⏫	🔼	🔼	❗	🔽	❗
Used-Car	❗	⏬	⏬	⏬	❗	🔼	❗	❗	🔼	⏫

Prices

2008	$5,500 - $21,300
2009	$6,900 - $10,600
2010	$7,800 - $13,300
2011	$9,200 - $15,600
2012	$11,500 - $18,500
2013	$13,900 - $20,400
2014	$16,700 - $24,400
2015	$19,600 - $27,000
2016	$22,500 - $28,100
2017	$27,300 - $39,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	🔼/🔼	⏫/🔼
2009	Good	⏫/⏫	⏫/⏫
2010	Good	⏫/⏫	⏫/⏫
2011	Good	❗/🔼	🔼/⏫
2012	Good	❗/🔼	🔼/⏫
2013	Good	⏫/⏫	🔼/⏫
2014	Good	⏫/⏫	🔼/⏫
2015	Good	⏫/⏫	🔼/⏫
2016	Good	⏫/⏫	🔼/⏫
2017	Good	🔼/🔼	⏫/⏫

Audi A5

These coupes and convertibles have quiet, luxurious cabins with room for four. Although the rear seat is snug, it's one of the best in any convertible. The car drives well, with agile handling and a taut, compliant suspension. The A5 initially used a 3.2-liter V6 engine in the base model, while the S5 performance version featured a 4.2-liter V8. A turbocharged four-cylinder arrived in 2010, delivering ample power but sounding raspy. The V6 was dropped in 2013. The eight-speed automatic is super-smooth. The convertible has a shudder-free body structure and is almost devoid of wind buffeting, and the well-insulated soft top can be operated while driving at low speeds. The S5 uses the supercharged V6 and seven-speed automated manual.

Redesign/Freshening: 2008, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Audi A5									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	⏬	⏬	🔽	⏫	⏫	⏫	⏫	*
Engine Minor	*	*	🔽	⏸	⏸	⏫	⏫	⏫	🔼	*
Engine Cooling	*	*	🔼	⏫	⏸	⏫	⏫	⏫	⏫	*
Trans. Major	*	*	⏸	⏫	⏸	🔼	⏫	⏫	⏫	*
Trans. Minor	*	*	⏸	⏫	⏫	🔼	⏫	⏫	⏫	*
Drive System	*	*	⏸	⏫	⏸	⏫	⏫	⏫	⏫	*
Fuel System	*	*	⏫	⏫	⏫	🔼	⏫	🔼	🔼	*
Electrical	*	*	⏸	⏫	⏬	⏫	⏫	⏫	⏫	*
Climate Syst.	*	*	⏫	⏫	🔼	🔼	⏫	🔼	⏫	*
Suspension	*	*	⏸	⏫	⏫	⏫	⏫	⏫	⏫	*
Brakes	*	*	⏫	⏫	⏫	🔼	🔼	⏸	⏫	*
Exhaust	*	*	⏫	⏫	⏫	⏫	⏫	⏫	⏫	*
Paint/Trim	*	*	🔼	⏫	⏫	⏫	⏫	⏫	⏫	*
Noises & Leaks	*	*	🔽	⏫	⏫	🔼	🔼	⏸	⏫	*
Body Hardware	*	*	🔽	⏸	⏫	⏫	⏫	⏫	⏫	*
Power Equip.	*	*	⏸	⏸	⏫	🔼	🔼	⏸	🔼	*
In-Car Electr.	*	*	🔽	🔼	⏸	⏫	🔼	⏸	⏸	*
Used-Car	*	*	⏸	⏸	🔽	🔼	⏫	🔼	⏫	*

Prices

2008	$10,100 - $13,600
2009	$10,800 - $15,400
2010	$9,800 - $17,600
2011	$11,000 - $20,100
2012	$13,300 - $22,800
2013	$16,200 - $41,600
2014	$19,600 - $46,800
2015	$23,500 - $48,000
2016	$27,700 - $45,300
2017	$36,000 - $52,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Audi A6

Starting with its 2005 redesign the A6 became a solid, luxurious, and agile sedan. The base engine was a 250-hp 3.2-liter V6, and most versions were sold with all-wheel drive. We found the car comfortable and refined but its complicated control interface can be frustrating to use at first. A V10 was available in the S6 and a 300-hp, 3.0-liter supercharged V6 became standard on all-wheel-drive versions in 2009. The 2012 redesign made the car even better, with upgraded interior materials, a roomy cabin, super comfortable seats, and a slick eight-speed automatic, making it one of our favorite mid-sized luxury sedans. It's super-quiet and makes an excellent long-distance cruiser. We got a commendable 22 mpg overall with the V6. A 2.0-liter, turbocharged four-cylinder gas engine arrived in 2013, but it has a raspy, less-than-luxurious sound quality.

Redesign/Freshening: 2005, 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Audi A6									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	🔼	*	*	*	⏸	⏫	⏫	⏫	⏫	⏫
Engine Minor	🔽	*	*	*	⏬	🔼	⏫	⏫	⏫	⏫
Engine Cooling	🔼	*	*	*	🔼	🔼	⏫	⏫	⏫	⏫
Trans. Major	⏫	*	*	*	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏫	*	*	*	⏫	⏫	⏫	⏫	🔼	⏫
Drive System	⏫	*	*	*	⏸	⏫	⏫	⏫	⏫	🔼
Fuel System	⏫	*	*	*	⏸	🔼	⏸	🔼	⏫	⏫
Electrical	🔼	*	*	*	🔼	⏫	⏫	⏫	⏫	⏫
Climate Syst.	🔽	*	*	*	🔼	⏸	🔼	⏫	⏫	⏫
Suspension	🔼	*	*	*	🔼	⏫	🔼	⏫	⏫	⏫
Brakes	⏸	*	*	*	🔼	⏸	⏬	⏸	🔽	⏫
Exhaust	⏫	*	*	*	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	⏫	*	*	*	⏫	⏫	⏫	⏫	⏫	⏫
Noises & Leaks	🔼	*	*	*	⏫	⏫	⏸	⏫	⏫	⏫
Body Hardware	🔼	*	*	*	⏫	⏫	⏫	⏫	⏫	⏫
Power Equip.	⏬	*	*	*	⏸	🔼	⏸	🔼	⏫	⏫
In-Car Electr.	🔽	*	*	*	⏸	🔼	⏸	🔽	⏸	🔼
Used-Car	⏸	*	*	*	⏸	🔼	⏸	🔼	⏸	🔼

Prices

2008	$6,500 - $11,000
2009	$7,200 - $15,600
2010	$8,300 - $18,100
2011	$9,400 - $19,600
2012	$12,700 - $19,300
2013	$15,600 - $34,300
2014	$19,300 - $40,400
2015	$21,200 - $33,700
2016	$26,900 - $41,000
2017	$35,100 - $52,900

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	🔼/🔼	🔼/🔼
2015	Good	🔼/🔼	🔼/🔼
2016	Good	🔼/🔼	🔼/🔼
2017	Good	🔼/🔼	🔼/🔼

Audi A7

The coupelike A7 is lower and more firmly sprung than the A6, which it is based on, and it sacrifices some comfort for sportiness. It has sporty, coupe-like styling, but the cargo flexibility of a hatchback. Its 3.0-liter, supercharged V6 is mated to Audi's excellent eight-speed automatic. In our tests the diesel version returned an excellent 28 mpg overall. The interior is very luxurious and features an available head-up display that projects information on the windshield. The MMI interface adds a touchpad control for destination entry in the navigation system, which offers a Google maps display.

Redesign/Freshening: 2012, 2019.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD.

Reliability History

Trouble Spots	Audi A7								
	08	09	10	11	12	13	14	15	16	17
Engine, Major								*		*
Engine Minor								*		*
Engine Cooling								*		*
Trans. Major								*		*
Trans. Minor								*		*
Drive System								*		*
Fuel System								*		*
Electrical								*		*
Climate Syst.								*		*
Suspension								*		*
Brakes								*		*
Exhaust								*		*
Paint/Trim								*		*
Noises & Leaks								*		*
Body Hardware								*		*
Power Equip.								*		*
In-Car Electr.								*		*
Used-Car								*		*

Prices

2008	-
2009	-
2010	-
2011	-
2012	$24,100 - $25,400
2013	$26,200 - $35,200
2014	$32,100 - $68,600
2015	$35,700 - $75,200
2016	$43,400 - $85,100
2017	$59,500 - $81,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Audi A8

Audi's flagship has always been comfortable, capable, and replete with the latest safety gear. The cabin is well appointed but the MMI driver interaction system can be a challenge at first. 2011 brought a significantly improved car. Handling became crisp, making the A8 one of the sportiest luxury sedans available, and the ride's firm yet supple. The standard all-wheel drive gives it good winter traction. The strong engines deliver smooth and effortless acceleration, yet attain commendable fuel economy. Interior ambience and quality of materials and craftsmanship is top-notch, with exceptionally comfortable and supportive front seats. The controls are overly complicated and the trunk is small for a car this size.

Redesign/Freshening: 2004, 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD.

Reliability History

Trouble Spots	Audi A8								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*		*	*
Engine Minor	*	*	*	*	*	*	*		*	*
Engine Cooling	*	*	*	*	*	*	*		*	*
Trans. Major	*	*	*	*	*	*	*		*	*
Trans. Minor	*	*	*	*	*	*	*		*	*
Drive System	*	*	*	*	*	*	*		*	*
Fuel System	*	*	*	*	*	*	*		*	*
Electrical	*	*	*	*	*	*	*		*	*
Climate Syst.	*	*	*	*	*	*	*		*	*
Suspension	*	*	*	*	*	*	*		*	*
Brakes	*	*	*	*	*	*	*		*	*
Exhaust	*	*	*	*	*	*	*		*	*
Paint/Trim	*	*	*	*	*	*	*		*	*
Noises & Leaks	*	*	*	*	*	*	*		*	*
Body Hardware	*	*	*	*	*	*	*		*	*
Power Equip.	*	*	*	*	*	*	*		*	*
In-Car Electr.	*	*	*	*	*	*	*		*	*
Used-Car	*	*	*	*	*	*	*		*	*

Prices

2008	$10,400 - $18,600
2009	$12,100 - $22,100
2010	$13,500 - $14,900
2011	$20,500 - $21,900
2012	$23,500 - $37,700
2013	$26,800 - $47,200
2014	$32,000 - $59,400
2015	$37,200 - $71,800
2016	$46,600 - $86,500
2017	$55,700 - $99,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Audi Q3

Slotted below the Q5, the Q3 competes with the BMW X1 and Mercedes-Benz GLA. Overall it manages to deliver a similarly premium driving experience as in the Q5 but in a 10-inch shorter package. The energetic 200-hp, 2.0-liter turbo four-cylinder is mated to a conventional six-speed automatic, and returned 22 mpg overall in our tests. This is a quiet SUV with a firm, comfortable ride and responsive handling. The cabin shows thoughtful attention to detail. Demerits include the tight quarters and controls that take some getting used to. Front- and all-wheel-drive versions are available.

Redesign/Freshening: 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Audi Q3									
	08	09	10	11	12	13	14	**15**	16	17
Engine, Major								⏫	⏫	*
Engine Minor								⏫	⏫	*
Engine Cooling								⏫	⏫	*
Trans. Major								⏫	⏫	*
Trans. Minor								⏫	⏫	*
Drive System								⏫	⏫	*
Fuel System								⏫	⏫	*
Electrical								⏫	⏫	*
Climate Syst.								🔼	⏫	*
Suspension								⏫	⏫	*
Brakes								🔼	⏫	*
Exhaust								⏫	⏫	*
Paint/Trim								⏫	⏫	*
Noises & Leaks								⏫	⏫	*
Body Hardware								⏫	⏫	*
Power Equip.								⏫	🔼	*
In-Car Electr.								⏸	⏸	*
Used-Car								⏫	⏫	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	$24,100 - $27,600
2016	$27,300 - $32,600
2017	$27,100 - $35,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Audi Q5

Based on the A4, the Q5 hits its target as a compact, luxurious and sporty SUV spot on. Handling is agile and sporty, among the best for an SUV. The ride is steady and supple and braking is excellent. The 3.2-liter V6 provides generous power and returns 19 mpg overall. 2011 brought a punchy four-cylinder engine and an eight speed automatic. In our tests this combination returned 21 mpg overall on premium fuel. The beautifully furnished interior is commendably quiet, but rear seat room and cargo space are modest. Controls take some getting used to, but they ultimately prove logical. Turbodiesel and hybrid versions were also available, but are rare.

Redesign/Freshening: 2009, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD.

Reliability History

Trouble Spots	Audi Q5									
	08	**09**	10	11	12	13	14	15	16	17
Engine, Major	*	🔼	⏬	🔽	⏫	⏫	⏫	⏫	⏫	⏫
Engine Minor	*	🔽	⏬	⏸	⏫	⏫	⏫	⏫	⏫	⏫
Engine Cooling	*	⏸	⏫	⏫	🔼	⏫	⏫	⏫	⏫	⏫
Trans. Major	*	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	*	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Drive System	*	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	🔼
Fuel System	*	⏬	🔽	⏸	⏫	⏸	🔼	⏫	⏫	⏫
Electrical	*	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Climate Syst.	*	🔼	⏫	⏸	⏸	⏫	⏫	⏫	⏫	⏫
Suspension	*	⏫	🔼	🔼	⏫	⏫	🔼	⏫	⏫	⏫
Brakes	*	🔼	🔼	⏸	⏬	⏸	🔼	🔼	⏫	⏫
Exhaust	*	⏫	⏫	⏫	⏫	⏫	🔼	⏫	⏫	⏫
Paint/Trim	*	⏸	⏸	⏫	⏫	🔼	⏫	⏫	⏫	⏫
Noises & Leaks	*	🔽	⏸	⏬	🔽	🔼	⏸	🔼	⏫	⏫
Body Hardware	*	⏫	⏫	🔽	⏫	⏫	⏫	⏫	⏫	⏫
Power Equip.	*	🔽	⏸	🔽	⏸	🔼	⏫	⏫	⏫	⏫
In-Car Electr.	*	🔼	⏸	⏸	🔼	🔼	🔼	🔼	⏫	⏫
Used-Car	*	⏸	🔽	⏸	⏸	🔼	⏸	🔼	🔽	🔽

Prices

2008	-
2009	$11,200 - $14,200
2010	$12,300 - $14,500
2011	$13,500 - $17,900
2012	$15,000 - $22,400
2013	$19,000 - $25,900
2014	$22,100 - $35,700
2015	$25,200 - $41,000
2016	$30,600 - $44,400
2017	$34,200 - $56,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	Good	⏫/⏫	⏫/⏫
2010	Good	⏫/⏫	⏫/⏫
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	🔼/⏫	🔼/⏫
2015	Good	🔼/⏫	🔼/⏫
2016	Good	🔼/⏫	🔼/⏫
2017	Good	🔼/⏫	🔼/⏫

Audi Q7

Audi's midsized luxury SUV shares components with the Porsche Cayenne and Volkswagen Touareg, and offers a tight but serviceable third-row seat. The strong 350-hp, 4.2-liter V8 pulls smoothly, but returns just 15 mpg overall on premium fuel. A V6 is also available. Handling is fairly nimble but doesn't shine at its limits. The ride is steady, though a little stiff at low speeds. Front-seat comfort is very good, interior fit and finish is excellent, and the cabin is quiet, but the MMI driver-interaction system is complex. A turbodiesel V6 was added in 2009, while both the V6 and V8 gas engines were replaced by a supercharged V6 in 2011. Little changed with the Q7 until its 2017 redesign, which is a very impressive SUV.

Redesign/Freshening: 2007, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD.

Reliability History

Trouble Spots	Audi Q7								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	⇈	⇈	⇈		⇈
Engine Minor	*	*	*	*	*	⇈	⇈	⇈		⇈
Engine Cooling	*	*	*	*	*	⇈	⇈	⇈		⇈
Trans. Major	*	*	*	*	*	⇈	⇈	⇈		⇈
Trans. Minor	*	*	*	*	*	⇈	⇈	!		⇈
Drive System	*	*	*	*	*	⇈	⇈	⇈		⇈
Fuel System	*	*	*	*	*	⇊	⇊	⇈		⇈
Electrical	*	*	*	*	*	⇗	⇈	⇈		⇈
Climate Syst.	*	*	*	*	*	⇊	⇓	!		⇈
Suspension	*	*	*	*	*	⇗	⇗	⇈		⇈
Brakes	*	*	*	*	*	⇊	⇊	⇊		⇈
Exhaust	*	*	*	*	*	⇈	⇈	⇈		⇈
Paint/Trim	*	*	*	*	*	⇗	⇗	⇈		⇈
Noises & Leaks	*	*	*	*	*	!	⇓	⇊		⇈
Body Hardware	*	*	*	*	*	⇗	⇗	⇈		⇈
Power Equip.	*	*	*	*	*	⇊	⇊	!		⇗
In-Car Electr.	*	*	*	*	*	⇈	⇈	⇓		⇓
Used-Car	*	*	*	*	*	⇓	⇊	!		⇗

Prices

2008	$10,100 - $11,900
2009	$11,400 - $14,500
2010	$13,800 - $21,600
2011	$15,700 - $25,200
2012	$18,100 - $26,700
2013	$21,900 - $32,400
2014	$27,700 - $37,100
2015	$30,400 - $42,000
2016	-
2017	$47,400 - $61,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	⇈/⇈
2009	Good	⇈/⇈	⇈/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	-	-	-
2017	Good	NT	NT

Audi TT

The TT is offered as a coupe or convertible with front- or all-wheel drive. Though artfully styled and well finished, handling isn't as sporty as competitors like the Porsche Boxster or Honda S2000 of the era. The standard 180-hp turbo four-cylinder was matched with a five-speed manual. AWD models got a gutsier but still-noisy 225-hp engine and six-speed manual. The ride was very stiff and visibility poor. A 250-hp V6 with a six-speed automatic or automatic-manual was also offered. The 2008 redesign gave it crisper handling and a less punishing ride. Interior materials and details improved, and power came from a choice of 2.0-liter turbocharged four-cylinders, mated to a automated-manual gearbox. 2016 brought a far more nimble and entertaining redesign that featured a slick interior and all-digital instrument cluster.

Redesign/Freshening: 2008, 2016.
Safety Equipment: ABS, ESC, and side air bags standard. Head protection air bags standard from 2016.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Audi TT								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*
Used-Car	*	*	*	*	*	*	*	*	*	*

Prices

2008	$8,100 - $13,200
2009	$8,800 - $19,300
2010	$12,500 - $20,200
2011	$14,700 - $21,800
2012	$17,300 - $34,000
2013	$19,400 - $36,900
2014	$21,900 - $30,200
2015	$27,500 - $30,100
2016	$33,600 - $42,800
2017	$37,500 - $49,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

WORSE — BETTER

BMW 1 Series, 2 Series

The compact 1 Series is available as a two-door coupe or convertible. Power comes from the same six-cylinder engines found in the 3 and 5 Series, including a muscular 300-hp twin-turbo. Excellent steering and body control, along with smooth shifter and clutch action, make the 1 Series a blast to drive. The 135i we tested was super agile and quick, and even returned decent fuel economy. Although snug, the interior features high levels of fit and finish. 2013 was the final year for this fun and agile car. The more refined 2 Series, with a choice of turbocharged four and six-cylinder engines replaced it for 2014, and offers all-wheel drive in coupe and convertible forms.

Redesign/Freshening: 2008, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	BMW 1 Series, 2 Series								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	*	⇊	⇈	↓	*	↑	⇈	⇈
Engine Minor	⇊	⇊	*	⇊	⇈	⇊	*	⇈	⇈	⇈
Engine Cooling	⇊	⇊	*	↑	⇈	↓	*	⇈	⇈	⇈
Trans. Major	⇈	⇈	*	⇊	⇈	⇈	*	⇈	⇈	⇈
Trans. Minor	⇈	⇈	*	⇊	⇈	⇈	*	⇈	⇈	⇈
Drive System	⇈	↑	*	↑	↑	⇊	*	⇈	⇈	⇈
Fuel System	!	!	*	⇊	⇈	⇈	*	⇈	⇈	⇈
Electrical	⇊	⇊	*	!	↑	↓	*	⇈	⇈	⇈
Climate Syst.	↓	!	*	⇊	↑	⇈	*	⇈	⇈	⇈
Suspension	⇈	⇈	*	↑	!	↑	*	!	⇈	⇈
Brakes	↑	⇊	*	!	⇈	⇊	*	⇈	⇈	⇈
Exhaust	⇈	⇈	*	⇈	⇈	⇈	*	⇈	⇈	⇈
Paint/Trim	↑	↑	*	⇈	⇊	⇈	*	⇈	⇈	⇈
Noises & Leaks	!	⇈	*	⇊	⇊	⇈	*	↑	↑	!
Body Hardware	⇊	⇊	*	⇈	⇈	↓	*	⇈	⇈	⇈
Power Equip.	!	↑	*	↓	⇊	⇊	*	↑	⇈	⇈
In-Car Electr.	⇊	↑	*	!	⇈	↑	*	!	!	⇈
Used-Car	↓	⇊	*	⇊	↑	⇊	*	↑	⇈	⇈

Prices

2008	$7,300 - $10,100
2009	$7,800 - $11,200
2010	$8,400 - $12,200
2011	$9,100 - $13,700
2012	$10,900 - $17,000
2013	$13,500 - $22,200
2014	$18,500 - $26,400
2015	$20,700 - $31,900
2016	$24,000 - $37,900
2017	$28,000 - $42,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

BMW 3 Series

The 3 Series is the car that defines a sports sedan, with rear- or all-wheel drive, pinpoint handling, and a snug but impeccably finished interior. Over the years it has been offered with a wide variety of engines, and in sedan, convertible, and wagon bodystyles. But no matter which you chose, the compliant ride, slick and punchy engine, and fun-to-drive formula remained, particularly during the 2006-2011 run. High-performance M3 versions are ready for the race track. For 2012, the 3 Series grew larger and softer, more comfortable and fuel efficient, but a little less fun. However, the interior grew plusher and more high tech. Hybrid and diesel versions are available for those who want frugality with their fun.

Redesign/Freshening: 2006, 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	BMW 3 Series								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇊	⇊	!	!	⇈	↑	⇈	⇈	⇈	⇈
Engine Minor	⇊	⇊	⇊	⇊	↑	↑	⇈	⇈	⇈	⇈
Engine Cooling	⇊	⇊	!	!	!	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	!	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	!	⇈	↑	↑	⇈	⇈	↑	⇈	⇈	⇈
Fuel System	!	⇊	⇊	⇊	!	!	!	↑	⇈	⇈
Electrical	⇊	⇊	↓	⇊	!	⇈	⇈	⇈	⇈	⇈
Climate Syst.	↓	!	↓	⇊	↓	!	↑	↑	⇈	⇈
Suspension	!	!	↑	↑	⇈	↑	⇈	⇈	⇈	⇈
Brakes	!	!	!	!	↓	!	⇈	⇈	⇈	⇈
Exhaust	⇈	⇈	↑	↑	↑	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↑	!	↓	↑	⇈	⇈	⇈	⇈	⇈	⇈
Noises & Leaks	!	↑	↓	!	↑	!	!	↑	!	⇈
Body Hardware	↑	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Power Equip.	↓	⇊	↓	!	↓	↓	!	↑	↑	⇈
In-Car Electr.	⇊	↑	↓	!	⇊	!	!	↑	!	↑
Used-Car	⇊	↓	↓	⇊	!	!	!	↑	↑	⇈

Prices

2008	$6,700 - $9,700
2009	$7,500 - $11,000
2010	$8,400 - $12,400
2011	$9,300 - $16,500
2012	$12,100 - $19,800
2013	$14,100 - $23,700
2014	$15,900 - $28,100
2015	$18,300 - $31,300
2016	$21,400 - $34,200
2017	$32,600 - $37,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	↑/↑	⇈/⇈
2009	Good	↑/↑	⇈/⇈
2010	Good	↑/↑	⇈/⇈
2011	Good	NT	NT
2012	Good	↑/⇈	⇈/⇈
2013	Good	↑/⇈	⇈/⇈
2014	Good	↑/⇈	⇈/⇈
2015	Good	↑/⇈	⇈/⇈
2016	Good	↑/⇈	⇈/⇈
2017	Good	↑/⇈	⇈/⇈

BMW 4 Series

The 4 Series coupe, convertible, and four-door Gran Coupe hatchback versions are based on the 3 Series. They each pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is more of a grand touring car rather than a pure sports car. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbocharged, 2.0-liter four-cylinder engine is sparing with fuel; the 3.0-liter, six-cylinder turbo is supersmooth and delivers effortless punch. All-wheel drive is optional. The convertible version uses a retractable hardtop that can be operated at slow speeds. The ultra-high-performance M4 is a track-ready version.

Redesign/Freshening: 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	BMW 4 Series								
	08	09	10	11	12	13	14	15	16	17
Engine, Major							⏫	⏫	⏫	⏫
Engine Minor							⏫	⏫	⏫	⏫
Engine Cooling							⏫	⏫	⏫	⏫
Trans. Major							⏫	⏫	⏫	⏫
Trans. Minor							⏫	⏫	⏫	⏫
Drive System							⏫	🔼	🔼	🔼
Fuel System							❗	⏫	⏫	⏫
Electrical							⏫	⏫	⏫	⏫
Climate Syst.							❗	🔼	⏫	⏫
Suspension							🔼	🔼	⏫	⏫
Brakes							⏫	⏫	⏫	⏫
Exhaust							⏫	⏫	⏫	⏫
Paint/Trim							❗	🔼	⏫	🔼
Noises & Leaks							🔼	🔽	🔼	⏫
Body Hardware							⏫	🔼	⏫	⏫
Power Equip.							❗	⏫	🔼	🔼
In-Car Electr.							❗	❗	⏫	⏫
Used-Car							❗	❗	❗	❗

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	$19,900 - $29,200
2015	$23,100 - $48,600
2016	$28,100 - $57,400
2017	$32,900 - $68,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

BMW 5 Series

Prior to 2011, the midsized 5 Series was a superb luxury sports sedan. The cars are quiet, plush, and fun to drive, with nimble handling and invigorating six- and eight-cylinder engines. The 2011 redesign grew larger and has an elegant and composed ride, but it lost some of its handling precision. Interior room, refinement, and fuel efficiency all improved. Fit and finish is excellent, the engines are powerful and refined, and the eight-speed automatic shifts smoothly. The cabin is comfortable and roomy with excellent seats. The iDrive infotainment system complicated the controls, but it has been simplified and improved over the years. Both rear- and all-wheel-drive versions are available.

Redesign/Freshening: 2004, 2011, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	BMW 5 Series									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏬	⏬	⏬	🔽	🔽	❗	⏫	⏫	⏫	*
Engine Minor	⏬	⏬	⏬	⏬	🔽	⏫	⏫	⏫	⏫	*
Engine Cooling	⏬	❗	⏬	🔽	❗	⏫	⏫	⏫	⏫	*
Trans. Major	⏫	🔼	🔼	⏫	⏫	⏫	⏫	⏫	⏫	*
Trans. Minor	🔼	⏬	⏫	🔼	⏫	⏫	⏫	⏫	⏫	*
Drive System	🔼	⏬	🔼	⏫	❗	⏫	⏫	⏫	⏫	*
Fuel System	⏬	⏬	⏬	⏬	❗	⏫	🔼	⏫	⏫	*
Electrical	⏬	🔽	⏬	⏬	⏫	⏫	⏫	⏫	⏫	*
Climate Syst.	🔼	🔼	🔼	🔽	🔼	❗	❗	⏫	⏫	*
Suspension	🔼	🔼	🔼	⏫	⏫	❗	⏫	⏫	⏫	*
Brakes	🔼	❗	🔼	⏬	❗	⏫	🔼	⏫	⏫	*
Exhaust	⏫	❗	🔼	⏫	⏫	⏫	🔼	⏫	⏫	*
Paint/Trim	⏫	🔼	⏫	🔼	⏫	🔼	⏫	⏫	⏫	*
Noises & Leaks	🔼	❗	⏫	🔽	🔼	🔼	🔼	⏫	🔼	*
Body Hardware	⏫	🔼	⏫	❗	⏫	🔼	⏫	⏫	⏫	*
Power Equip.	❗	❗	🔽	🔽	❗	⏬	❗	⏫	🔼	*
In-Car Electr.	❗	❗	🔽	🔽	🔼	⏬	❗	🔼	⏫	*
Used-Car	🔽	⏬	⏬	⏬	🔽	🔽	🔼	⏫	🔼	*

Prices

2008	$7,300 - $14,300
2009	$8,500 - $16,300
2010	$9,000 - $18,300
2011	$13,300 - $15,400
2012	$13,500 - $18,100
2013	$16,800 - $35,800
2014	$21,200 - $45,100
2015	$24,900 - $56,600
2016	$29,400 - $69,600
2017	$42,400 - $52,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	❗/⏫	⏫/⏫
2009	Good	❗/⏫	⏫/⏫
2010	Good	❗/⏫	⏫/⏫
2011	Good	🔼/🔼	⏫/⏫
2012	Good	🔼/🔼	⏫/⏫
2013	Good	🔼/🔼	⏫/⏫
2014	Good	🔼/🔼	⏫/⏫
2015	Good	🔼/🔼	⏫/⏫
2016	Good	🔼/🔼	⏫/⏫
2017	Good	NT	NT

BMW 6 Series

The 6 Series coupe, convertible, and four-door Gran Coupe share a platform with the 5 Series. The standard 4.4-liter V8 is smooth and punchy, and handling is agile. But the ride can be choppy at low speeds. A redesign for 2012 brought the four-door Grand Coupe along with power from a 3.0-liter, turbo six-cylinder or a 4.4-liter V8 mated to an eight-speed automatic or a six-speed manual. The V8 delivers ferocious acceleration and an invigorating exhaust note. Handling is much sharper than the 5 Series, making this more of a driver's car than its predecessor. The M version is even more performance oriented.

Redesign/Freshening: 2004, 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	BMW 6 Series									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*		*	*	*	*	*	*
Engine Minor	*	*	*		*	*	*	*	*	*
Engine Cooling	*	*	*		*	*	*	*	*	*
Trans. Major	*	*	*		*	*	*	*	*	*
Trans. Minor	*	*	*		*	*	*	*	*	*
Drive System	*	*	*		*	*	*	*	*	*
Fuel System	*	*	*		*	*	*	*	*	*
Electrical	*	*	*		*	*	*	*	*	*
Climate Syst.	*	*	*		*	*	*	*	*	*
Suspension	*	*	*		*	*	*	*	*	*
Brakes	*	*	*		*	*	*	*	*	*
Exhaust	*	*	*		*	*	*	*	*	*
Paint/Trim	*	*	*		*	*	*	*	*	*
Noises & Leaks	*	*	*		*	*	*	*	*	*
Body Hardware	*	*	*		*	*	*	*	*	*
Power Equip.	*	*	*		*	*	*	*	*	*
In-Car Electr.	*	*	*		*	*	*	*	*	*
Used-Car	*	*	*		*	*	*	*	*	*

Prices

2008	$11,700 - $21,700
2009	$14,400 - $17,900
2010	$17,000 - $21,000
2011	-
2012	$24,100 - $36,900
2013	$26,700 - $40,600
2014	$32,100 - $52,300
2015	$36,600 - $61,700
2016	$42,500 - $76,900
2017	$58,200 - $75,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	-	-	-
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

BMW 7 Series

BMW's top-of-the-line sedan has first class accommodations, with comfortable seats and abundant features. 2006 brought a new 4.8-liter V8 and some mild exterior changes. With the 2009 redesign the car lost its crisp, sporty luxury feel. Handling lacked agility, and the 750Li we tested didn't shine at its limits. The ride is steady and supple but not that cushy. The turbo V8 is smooth, refined, and punchy. Gas and diesel six-cylinders are also available, along with a mighty V12. Many controls are complex to use. On the plus side, the roomy cabin is super-quiet and impeccably finished, and seat comfort is tops. A much improved 2016 redesign brought more agile handling, a steady ride, simplified controls, and lots of high-tech gizmos.

Redesign/Freshening: 2002, 2009, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	BMW 7 Series									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*
Used-Car	*	*	*	*	*	*	*	*	*	*

Prices

2008	$7,800 - $21,700
2009	$12,300 - $13,000
2010	$14,100 - $23,600
2011	$13,200 - $63,900
2012	$18,000 - $29,500
2013	$22,900 - $37,400
2014	$28,100 - $48,400
2015	$34,100 - $42,300
2016	$53,400 - $65,300
2017	$58,800 - $87,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

BMW i3

BMW's i3 is built from the ground up, not a conversion. It is a rear-wheel-drive, four-seat hatchback with a pair of rear-hinged back doors. The electric drive produces the equivalent of 170 hp. An optional two-cylinder engine acts as a generator to extend the range beyond the 72 miles, to about 150 total. Charge times are 4.5 hours on 240-volt circuit, through the 7.4-kW onboard charger. The car uses an aluminum frame and carbon fiber structure to reduce weight. Despite its tall stance the car is very agile. It feels quick and easy to maneuver. The pronounced deceleration when lifting off the gas pedal takes some getting used to.

Redesign/Freshening: 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Rear.

Reliability History

Trouble Spots	BMW i3								
	08	09	10	11	12	13	**14**	15	16	17
Engine, Major							⇈	⇈	⇈	*
Engine Minor							⇈	⇈	⇈	*
Engine Cooling							⇈	⇈	⇈	*
Trans. Major							⇈	⇈	⇈	*
Trans. Minor							⇈	⇈	⇈	*
Drive System							!	!	⌃	*
Fuel System							⇈	⇈	⇈	*
Electrical							⇊	⇈	⇈	*
Climate Syst.							⌄	⌃	⇈	*
Suspension							⇈	⇈	⇈	*
Brakes							⇈	⇈	⇈	*
Exhaust							⇈	⇈	⇈	*
Paint/Trim							⇈	⇈	⇈	*
Noises & Leaks							⌃	⇊	⌃	*
Body Hardware							⇈	⇈	⇈	*
Power Equip.							⇈	⇊	⇈	*
In-Car Electr.							⌃	⇊	⇈	*
Used-Car							!	⌄	⇈	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	$15,200 - $17,100
2015	$16,600 - $19,300
2016	$21,200 - $24,000
2017	$30,500 - $34,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	Good	NT	NT

BMW X1

The X1 is a compact five-seat SUV smaller than the X3. The base 240-hp, turbocharged four-cylinder, mated to an eight-speed automatic, provides quick acceleration, and is available with rear- or all-wheel drive. The 3.0-liter, 300-hp turbocharged six-cylinder gets a six-speed automatic. Based on the (2006-2011) generation 3 Series, the X1 feels quite sporty to drive, but ride comfort is on the stiff side and the sharp and communicative steering feels heavy at low speeds. Noise isolation and interior quality are a notch below BMW's high standards but still decent. A used X1 is a viable alternative to a new small SUV that's more fun-to-drive for the same price.

Redesign/Freshening: 2013, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front; Rear.

Reliability History

Trouble Spots	BMW X1								
	08	09	10	11	12	**13**	14	15	**16**	17
Engine, Major						⇈	⇈	⇈	⇈	⇈
Engine Minor						⇈	⇈	⌄	⇈	⇈
Engine Cooling						⇈	⌃	⇈	⇈	⇈
Trans. Major						⇈	⇈	⇈	⇈	⇈
Trans. Minor						⇈	⇈	⇈	⇈	⇈
Drive System						⇈	⇈	⌃	⇈	⇈
Fuel System						!	⌃	⇈	!	⇈
Electrical						⇈	⇈	⇈	⇈	⇈
Climate Syst.						⌄	⌃	⇈	⇈	⇈
Suspension						⇈	⇈	⌃	⌃	⇈
Brakes						⌄	⌃	⇈	⌃	⇈
Exhaust						⇈	⇈	⇈	⇈	⇈
Paint/Trim						⇈	⇈	⇈	⌃	⇈
Noises & Leaks						⌃	!	⌃	⇈	⇈
Body Hardware						!	⇈	⇈	⌃	⇈
Power Equip.						⇈	!	!	⌃	⌃
In-Car Electr.						⌃	⇊	⌃	⌃	⌃
Used-Car						!	⌃	!	!	⇈

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	$13,900 - $19,300
2014	$16,800 - $22,000
2015	$19,700 - $24,500
2016	$28,600 - $30,800
2017	$31,700 - $32,900

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

BMW X3

The first-generation X3 had a very hard and choppy ride. It got a little softer in 2006 and newer models. Two six-cylinder engines were available, a 184-hp, 2.5-liter and a 225-hp, 3.0-liter. Both were mated to a standard six-speed manual or a five-speed automatic. All-wheel drive was standard. The 2011 redesign was a big step forward and impressed us with its sporty handling, improved ride, seamless eight-speed automatic, and roomier, nicely-finished interior. In our tests the four-cylinder turbo in the 28i version returned 23 mpg overall. Make sure you get an X3 that came with the optional rear-view camera, otherwise reversing can be tricky.

Redesign/Freshening: 2004, 2011, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	BMW X3								
	08	09	10	11	12	13	14	15	16	17
Engine, Major		*	*							
Engine Minor		*	*							
Engine Cooling		*	*							
Trans. Major		*	*							
Trans. Minor		*	*							
Drive System		*	*							
Fuel System		*	*							
Electrical		*	*							
Climate Syst.		*	*							
Suspension		*	*							
Brakes		*	*							
Exhaust		*	*							
Paint/Trim		*	*							
Noises & Leaks		*	*							
Body Hardware		*	*							
Power Equip.		*	*							
In-Car Electr.		*	*							
Used-Car		*	*							

Prices

2008	$7,700 - $7,700
2009	$9,300 - $9,300
2010	$10,500 - $10,500
2011	$13,300 - $15,600
2012	$14,700 - $17,600
2013	$17,400 - $20,200
2014	$22,700 - $25,400
2015	$25,900 - $31,600
2016	$28,000 - $38,200
2017	$28,000 - $$38,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

BMW X4

Emphasizing sport over utility, the X4 is a coupelike variant of the X3. It's agile, rides tautly, and has a beautifully trimmed cabin. Front and rear seats are lowered to keep passengers' heads from hitting the low roof, and the cargo space shrinks considerably under the sloping rear hatch, making it a less practical SUV. Engine choices are a 240-hp, 2.0-liter turbo four-cylinder and a 300-hp, 3.0-liter turbo six-cylinder that is particularly smooth and powerful. Both engines are mated to an eight-speed automatic transmission, and all-wheel drive is standard. Optional 19-inch tires make the ride a bit too jiggly.

Redesign/Freshening: 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD.

Reliability History

Trouble Spots	BMW X4								
	08	09	10	11	12	13	14	15	16	17
Engine, Major								*	*	*
Engine Minor								*	*	*
Engine Cooling								*	*	*
Trans. Major								*	*	*
Trans. Minor								*	*	*
Drive System								*	*	*
Fuel System								*	*	*
Electrical								*	*	*
Climate Syst.								*	*	*
Suspension								*	*	*
Brakes								*	*	*
Exhaust								*	*	*
Paint/Trim								*	*	*
Noises & Leaks								*	*	*
Body Hardware								*	*	*
Power Equip.								*	*	*
In-Car Electr.								*	*	*
Used-Car								*	*	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	$32,100 - $35,300
2016	$35,400 - $42,300
2017	$39,400 - $47,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

BMW X5

BMW's sporty midsized SUV started out with a stiff ride but comfortable seats and a plush interior. We found the ride firm and both cargo space and rear-seat room modest. The 3.0-liter six-cylinder proved plenty powerful. The redesigned 2007 model was longer and brought an optional, kids-only third row. The six- and eight-cylinder engines are powerful and the diesel version got 22 mpg in our tests. The iDrive infotainment system takes some time to master. The 2014 redesign brought a smoother ride, more advanced safety equipment, and a high-tech interior, but also less-agile handling. The 3.0-liter turbo six cylinder is silky smooth and returned a good 21-mpg overall. The third-row seat is only suitable for small children to sit in.

Redesign/Freshening: 2007, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	BMW X5								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	↓↓	↓	↑↑	↑	↑↑	↑↑	↑↑
Engine Minor	*	*	*	↓↓	↓↓	↑	↑↑	↑↑	↑↑	↑↑
Engine Cooling	*	*	*	!	↓↓	!	↑↑	↑↑	↑↑	↑↑
Trans. Major	*	*	*	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Trans. Minor	*	*	*	!	↑	↑↑	↑↑	↑↑	↑↑	↑↑
Drive System	*	*	*	↓↓	↓↓	↓↓	↑↑	↑↑	↑↑	↑↑
Fuel System	*	*	*	↓↓	↓↓	↓↓	↑	↑↑	↑↑	↑↑
Electrical	*	*	*	↓	↓↓	↓	↑↑	↑↑	↑↑	↑↑
Climate Syst.	*	*	*	↑↑	↓↓	!	↓	!	!	↑↑
Suspension	*	*	*	↓↓	↓	↑↑	↑↑	↑↑	↑↑	↑↑
Brakes	*	*	*	↓	↓↓	!	↑↑	↑↑	↑↑	↑↑
Exhaust	*	*	*	↑	↑	↑↑	↑↑	↑↑	↑↑	↑↑
Paint/Trim	*	*	*	↑↑	↑	↑↑	!	↑	↑↑	↑↑
Noises & Leaks	*	*	*	!	↓↓	!	!	↑	↓	↑
Body Hardware	*	*	*	↑↑	↑↑	!	↑↑	↑↑	↑↑	↑↑
Power Equip.	*	*	*	↑	↓↓	↑	!	↑	↑	↑↑
In-Car Electr.	*	*	*	↑	!	↑	↓↓	↓	!	↑↑
Used-Car	*	*	*	↓↓	↓↓	↓↓	!	↑	↑	↑

Prices

2008	$9,700 - $10,100
2009	$10,900 - $11,400
2010	$12,700 - $19,700
2011	$14,700 - $24,700
2012	$17,300 - $26,700
2013	$22,200 - $35,900
2014	$30,100 - $36,400
2015	$34,100 - $42,300
2016	$37,600 - $80,000
2017	$47,600 - $69,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	↑↑/↑	↑↑/↑↑
2009	Good	↑↑/↑	↑↑/↑↑
2010	Good	↑↑/↑	↑↑/↑↑
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	!/!	↑↑/↑↑
2014	Good	NT	NT
2015	Good	↑↑/↑↑	↑↑/↑↑
2016	Good	↑↑/↑↑	↑↑/↑↑
2017	Good	↑↑/↑↑	↑↑/↑↑

BMW X6

This coupelike sporty SUV is a derivative of the capable X5, which is a good place to start. Unlike its sibling, the X6's styling severely hampers rear visibility, cabin access, and cargo room. More than just a different body, though, the X6 is sportier than the X5, with tauter handling and a stiffer ride. Most versions are powered by a 3.0-liter, turbocharged six-cylinder engine, which returned 21 mpg overall in our tested X5. A 4.4-liter, turbocharged V8 is also offered. The interior is luxurious and well-crafted, and the seats are supportive for long trips. The infotainment system takes time to master but ultimately proves logical. A rear-wheel-drive version is available, as is a high-performance M version.

Redesign/Freshening: 2008, 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	BMW X6								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*
Used-Car	*	*	*	*	*	*	*	*	*	*

Prices

2008	$15,600 - $16,300
2009	$16,800 - $17,000
2010	$16,200 - $24,700
2011	$19,200 - $27,200
2012	$21,600 - $32,700
2013	$26,100 - $36,400
2014	$33,400 - $44,000
2015	$41,200 - $47,900
2016	$46,100 - $54,900
2017	$56,500 - $67,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

BMW Z4

While an improvement over the Z3, the Z4 still had a choppy ride and it isn't as agile as one would expect from a two-seat roadster. The one-touch power top is very convenient. Both the available 3.0-liter six-cylinders are strong, and the M coupe and roadster use an even more powerful 3.2-liter that makes 330 hp. Later models had a punchy 2.0-liter turbocharged four-cylinder, which returned 28 mpg overall in our tests. Inside is a well-finished cabin with plenty of leg and head room, but a narrow-feeling cockpit. The iDrive controls can be fussy to use, particularly with in manual-transmission cars. The folding hard top keeps it quiet inside, but it can't be operated on the move, a drawback compared to the soft-tops on some competitors. There was no 2017 Z4.

Redesign/Freshening: 2003, 2009.
Safety Equipment: ABS, ESC, and side air bags standard.
Drive Wheels: Rear.

Reliability History

Trouble Spots	BMW Z4								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	
Engine Minor	*	*	*	*	*	*	*	*	*	
Engine Cooling	*	*	*	*	*	*	*	*	*	
Trans. Major	*	*	*	*	*	*	*	*	*	
Trans. Minor	*	*	*	*	*	*	*	*	*	
Drive System	*	*	*	*	*	*	*	*	*	
Fuel System	*	*	*	*	*	*	*	*	*	
Electrical	*	*	*	*	*	*	*	*	*	
Climate Syst.	*	*	*	*	*	*	*	*	*	
Suspension	*	*	*	*	*	*	*	*	*	
Brakes	*	*	*	*	*	*	*	*	*	
Exhaust	*	*	*	*	*	*	*	*	*	
Paint/Trim	*	*	*	*	*	*	*	*	*	
Noises & Leaks	*	*	*	*	*	*	*	*	*	
Body Hardware	*	*	*	*	*	*	*	*	*	
Power Equip.	*	*	*	*	*	*	*	*	*	
In-Car Electr.	*	*	*	*	*	*	*	*	*	
Used-Car	*	*	*	*	*	*	*	*	*	

Prices

2008	$8,700 - $18,900
2009	$13,300 - $14,700
2010	$14,700 - $16,900
2011	$15,500 - $20,000
2012	$16,900 - $22,100
2013	$18,600 - $25,400
2014	$22,400 - $29,500
2015	$26,800 - $34,400
2016	$30,900 - $39,600
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	-	-	-

Buick Cascada

The front-wheel-drive Cascada is a four-seat soft-top convertible. It's a well thought out convertible with a fully-insulated top and responsive handling. The ride is steady but can be a bit stiff due to the standard 20 inch tires. The leather seats are supportive but it's a long reach to access the touchscreen infotainment system, and the center dash is a mess of buttons. The power-operated fabric roof takes 17 seconds to open, and can be opened or closed at speeds up to 31 mph. Rear-seat access is made easier by front seats that power-slide forward. A partition in the trunk can be flipped to increase cargo room when the top is raised. Safety equipment includes forward-collision warning, lane-departure warning if you opt for the Premium trim.

Redesign/Freshening: 2016.
Safety Equipment: ABS, ESC, and side air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Buick Cascada								
	08	09	10	11	12	13	14	15	16	17
Engine, Major									⇈	*
Engine Minor									⇈	*
Engine Cooling									⇈	*
Trans. Major									⇈	*
Trans. Minor									↑	*
Drive System									⇈	*
Fuel System									⇈	*
Electrical									↑	*
Climate Syst.									⇈	*
Suspension									↑	*
Brakes									⇈	*
Exhaust									⇈	*
Paint/Trim									⇈	*
Noises & Leaks									↑	*
Body Hardware									⇈	*
Power Equip.									↑	*
In-Car Electr.									⇊	*
Used-Car									↑	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-
2016	$21,900 - $22,700
2017	$26,100 - $28,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	NT	↑/↑	⇈/⇈
2017	NT	↑/↑	⇈/⇈

Buick Enclave

The Buick Enclave is a large, car-based SUV with three rows of seats. It shares a platform with the Chevrolet Traverse, GMC Acadia, and Saturn Outlook. All use the same GM 3.6-liter V6 engine mated to a six-speed automatic transmission that is a bit hesitant to downshift. We found the ride comfortable and quiet, and the powertrain smooth. Handling is secure and pretty agile for such a big vehicle. The third-row seat is roomy enough for adults. Fit and finish is excellent. Fuel economy of 15-mpg overall was slightly worse in the heavier Enclave than in our tested Traverse. A revised version with an improved infotainment system, a better sorted out transmission, and improved head restraints debuted for 2013.

Redesign/Freshening: 2008, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Buick Enclave									
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$7,800 - $10,600
2009	$8,900 - $10,900
2010	$9,800 - $12,300
2011	$10,500 - $13,300
2012	$12,900 - $17,500
2013	$16,500 - $22,500
2014	$19,100 - $25,900
2015	$21,200 - $29,500
2016	$24,500 - $32,100
2017	$30,600 - $34,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Buick Encore

The subcompact Encore near-luxury SUV bowed for 2013 on a platform derived from the small Chevrolet Sonic. A size smaller than vehicles like the Toyota RAV4 or Honda CR-V, the Encore boasts a quiet cabin, great maneuverability, and a better ride than many larger and higher-scoring SUVs. The little 1.4-liter turbo four-cylinder and six-speed automatic deliver anemic acceleration, however, and fuel economy is disappointing for a vehicle of this size. Handling is sound though unexceptional. The cabin is reasonably well appointed but feels narrow and cramped and the swoopy styling intrudes on the view in the rear.

Redesign/Freshening: 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Buick Encore									
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	$12,200 - $16,400
2014	$13,100 - $17,900
2015	$14,200 - $19,600
2016	$15,700 - $21,400
2017	$18,100 - $22,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

WORSE — BETTER

Buick Envision

Buick's entry into the luxury compact SUV segment sits between the tiny Encore and giant Enclave, the new China-built Envision uses a smooth and quiet 252-hp, 2.0-liter turbocharged four-cylinder mated to a six-speed automatic transmission. Handling is rather clumsy, however, and wind noise is pronounced. Oddly, the ride is a mixed bag of soft, yet busy. The interior is well-finished and features a relatively roomy rear seat. Buick's suite of active safety equipment includes forward-collision warning, automatic emergency braking, and lane-departure mitigation system.

Redesign/Freshening: 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Buick Envision								
	08	09	10	11	12	13	14	15	16	17
Engine, Major									⏫	⏫
Engine Minor									⏫	⏫
Engine Cooling									⏫	⏫
Trans. Major									⏫	⏫
Trans. Minor									⏫	⏫
Drive System									⏫	⏫
Fuel System									⏫	⏫
Electrical									⏫	⏫
Climate Syst.									⏫	⏺
Suspension									⏫	⏫
Brakes									⏫	⏫
Exhaust									⏫	⏫
Paint/Trim									⏫	⏫
Noises & Leaks									⏫	⏫
Body Hardware									⏫	⏫
Power Equip.									🔼	⏫
In-Car Electr.									⏺	⏬
Used-Car									⏫	⏺

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-
2016	$27,400 - $28,900
2017	$22,500 - $31,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	Good	🔼/🔼	⏫/⏫
2017	Good	🔼/🔼	⏫/⏫

Buick LaCrosse

The LaCrosse replaced the aging Regal and Century in 2005. It handles soundly and has a comfortable, quiet ride, and beautiful interior fit and finish, but overall it wasn't a big leap forward. The base 3.8-liter V6 is thirsty and sounds coarse. The up-level 3.6-liter V6 is a better choice and more refined than the hybrid. A 5.3-liter V8 lasted from 2008 until a 2010 redesign based on a contemporary GM platform. The best versions of the LaCrosse are those after the redesign. A very well finished interior with comfortable seats, a firm and composed ride, and responsive handling made the Lacrosse an impressive and competitive large sedan for the first time. However, driver visibility is difficult due to the thick front and rear roof pillars. We wouldn't consider a LaCrosse that predates the 2010 model.

Redesign/Freshening: 2005, 2010, 2017.
Safety Equipment: ABS and head protection air bags standard. Front side air bags available, standard from 2010. ESC available, standard from 2010.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Buick LaCrosse									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	🔽	⏫	🔽	⏫	⏫	⏫	⏫	⏫	⏫
Engine Minor	⏺	🔼	⏬	🔽	🔼	⏫	⏫	🔼	⏫	⏫
Engine Cooling	🔼	🔽	⏬	🔽	🔼	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏺	⏫	🔼	🔼	🔼	⏫	⏫	⏫	⏫	🔽
Drive System	⏺	⏬	⏬	🔽	⏺	🔼	⏫	⏫	⏫	⏫
Fuel System	⏺	🔼	⏬	🔽	🔼	⏫	⏫	⏫	⏫	⏫
Electrical	🔼	🔽	🔼	🔽	🔼	⏫	⏫	⏫	⏫	⏫
Climate Syst.	⏫	⏫	🔼	⏬	⏬	⏺	⏫	⏫	⏫	🔼
Suspension	🔽	⏺	⏺	⏫	🔼	🔼	🔼	⏫	⏫	⏫
Brakes	⏬	⏬	⏬	⏺	⏬	⏫	🔽	⏫	⏫	⏫
Exhaust	⏬	🔽	⏺	⏺	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	🔽	⏬	⏫	⏫	⏺	⏫	⏫	⏫	⏫	⏫
Noises & Leaks	⏺	⏬	⏫	⏫	🔼	⏫	🔼	⏫	⏫	🔼
Body Hardware	⏺	🔼	⏫	⏫	🔼	⏫	⏫	⏫	⏫	⏫
Power Equip.	⏬	⏬	🔼	⏺	🔼	⏬	🔽	🔼	🔼	🔼
In-Car Electr.	⏺	⏬	⏬	⏺	🔽	⏺	⏺	⏺	⏺	🔽
Used-Car	🔽	🔽	🔽	⏬	🔽	🔼	🔼	🔼	🔼	⏬

Prices

2008	$5,300 - $6,600
2009	$5,900 - $8,200
2010	$7,500 - $10,300
2011	$8,300 - $11,200
2012	$10,700 - $12,100
2013	$12,200 - $14,300
2014	$13,400 - $20,100
2015	$14,000 - $22,800
2016	$20,700 - $26,500
2017	$22,000 - $29,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	🔼/🔼	⏺/🔼
2009	Good	🔼/🔼	⏺/🔼
2010	Good	🔼/🔼	🔼/🔼
2011	Good	🔼/🔼	🔼/🔼
2012	Good	🔼/🔼	🔼/🔼
2013	Good	🔼/🔼	🔼/🔼
2014	Good	🔼/🔼	🔼/🔼
2015	Good	🔼/🔼	🔼/🔼
2016	Good	🔼/🔼	🔼/🔼
2017	Good	🔼/🔼	🔼/🔼

Buick Lucerne

The Lucerne is a large, front-wheel-drive four-door sedan that replaced the LeSabre and the Park Avenue. The standard power plant is a rough-sounding 3.8-liter V6; a potent 4.6-liter, 275-hp V8 powers the CXS. The four-speed automatic transmission shifts smoothly enough. The Lucerne has a quiet, comfortable ride, especially at low speeds. Handling is not agile and the steering lacks feedback. A tendency to fishtail easily at its limits reduces confidence. Stability control was available only on the CXS V8, and helped counteract that tendency. Braking is unimpressive. The roomy backseat is better than the one in the LaCrosse. 2011 is the last year for the Lucerne.

Redesign/Freshening: 2006.
Safety Equipment: ABS, and side and head protection air bags standard. ESC available.
Drive Wheels: Front.

Reliability History

Trouble Spots	Buick Lucerne								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	⌃	⌃						
Engine Minor	⇊	⇊	⇊	⌄						
Engine Cooling	!	⇈	⌄	⌃						
Trans. Major	⌃	!	⌃	⌃						
Trans. Minor	!	⌃	⌄	⇈						
Drive System	⇈	!	!	⌃						
Fuel System	⌄	!	⌃	⌃						
Electrical	!	⇈	⇈	⇈						
Climate Syst.	⇈	⇈	⌄	!						
Suspension	⌄	⌄	⌃	⇊						
Brakes	⌄	⌃	⇊	⇊						
Exhaust	⇈	⇈	⇈	⇈						
Paint/Trim	⌃	⌃	!	⌃						
Noises & Leaks	⇈	⇊	⌃	⇈						
Body Hardware	⇈	⌃	⇈	⇈						
Power Equip.	⌄	⌄	⌃	!						
In-Car Electr.	⇊	⇊	⇊	⌃						
Used-Car	!	!	⌄	!						

Prices

2008	$5,400 - $7,300
2009	$6,100 - $7,900
2010	$7,000 - $8,600
2011	$7,800 - $9,500
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	⌃/⌃
2009	Good	⇈/⇈	⌃/⌃
2010	Good	⇈/⇈	⌃/⌃
2011	Good	⇈/⌃	⌄/!
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Buick Regal

The traditional Regal was replaced by the LaCrosse in 2005. Then Buick brought back the Regal name in 2011, this time for an entirely different kind of car based on the Opel Insignia from Germany. The new Regal is a well-honed sports sedan with a taut, steady ride and well-done interior. The up-level turbo four-cylinder is a better choice, and became standard for 2014. In our tests that engine delivered 24 mpg overall. All-wheel drive is available. High-quality materials are used throughout the interior and the front seats are firm and comfortable, although the rear seats are a bit snug. The large trunk is a bonus. A freshening for 2013 brought a better infotainment system.

Redesign/Freshening: 2011, 2018.
Safety Equipment: ABS available, standard from 2011. Side air bags available, standard from 2011; rear available from 2011. Head protection air bags and ESC standard from 2011.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Buick Regal								
	08	09	10	11	12	13	14	15	16	17
Engine, Major				⇊	⌃	⌄	⌃	⇈	⇈	*
Engine Minor				⇊	⌃	⌄	⌃	⇈	⇈	*
Engine Cooling				⇈	⇈	⇈	⇈	⇈	⇈	*
Trans. Major				⌄	⌃	⇈	⇈	⇈	⇈	*
Trans. Minor				!	⇈	⇈	⇈	⇈	⇈	*
Drive System				⇈	⇈	⇊	!	⇈	⇈	*
Fuel System				⌃	⇈	⇈	⇈	⇈	⇈	*
Electrical				!	⇈	⌄	⇈	⇈	⇈	*
Climate Syst.				⇈	⌃	!	⇈	⇈	⇈	*
Suspension				⌄	⇊	⇊	⌃	⌃	⇈	*
Brakes				⇊	⇊	⇊	⌃	⇈	⇈	*
Exhaust				!	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim				⇈	⌃	⇈	⌃	!	⇈	*
Noises & Leaks				⌃	⇈	⇈	!	⇈	⇈	*
Body Hardware				⌃	⇈	⌄	⇈	⇈	⇈	*
Power Equip.				!	⇊	⇊	⌃	⌃	⇈	*
In-Car Electr.				⌃	⇈	⌃	⇊	⌃	⇈	*
Used-Car				⇊	!	⇊	!	⌃	⇈	*

Prices

2008	-
2009	-
2010	-
2011	$8,000 - $8,900
2012	$9,100 - $12,900
2013	$10,700 - $16,100
2014	$13,400 - $20,200
2015	$15,000 - $21,600
2016	$16,200 - $23,500
2017	$18,000 - $24,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	Good	NT	NT
2012	Good	⇈/⌃	⇈/⇈
2013	Good	⇈/⌃	⇈/⇈
2014	Good	⇈/⌃	⇈/⇈
2015	Good	⇈/⌃	⇈/⇈
2016	Good	⇈/⌃	⇈/⇈
2017	Good	⇈/⌃	⇈/⇈

WORSE — BETTER

Buick Verano

The Verano is based on the Chevrolet Cruze but has more luxurious trimmings and better sound insulation. Power comes from a 2.4-liter four-cylinder, but its 24 mpg overall fuel economy is unimpressive for the class. A turbocharged 2.0-liter four-cylinder is also available. The car is very quiet, but some engine noise is evident. It rides relatively comfortably and handling is responsive rather than sporty. The interior is nicely finished, but cramped in the rear. Features such as a heated steering wheel are luxurious, but the lack of power recline and adjustable lumbar support on the driver's seat seem cheap in this class.

Redesign/Freshening: 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Buick Verano								
	08	09	10	11	**12**	13	14	15	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

Prices

2008	-
2009	-
2010	-
2011	-
2012	$9,400 - $9,400
2013	$10,600 - $11,900
2014	$13,000 - $14,100
2015	$10,600 - $16,200
2016	$13,900 - $17,800
2017	$15,100 - $18,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	Good	NT	NT
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	NT	/	/

Cadillac ATS

Offered in rear- or all-wheel drive, the ATS is Cadillac's latest answer to the BMW 3 Series. Nimble, capable handling outdoes its European rivals and makes it a treat to drive. Three engines are offered: a 2.5-liter four-cylinder, a 3.6-liter V6, and a 2.0-liter turbo four-cylinder. The turbo is quick, but doesn't feel powerful in everyday driving and got just 23 mpg overall. The six-speed automatic is a step behind the seven- and eight-speeds of most competitors, but a manual is also available. The ride is taut, and braking is excellent. However, the touch-based CUE infotainment system, with its flush buttons, is very convoluted and frustrating to use. The interior is well finished but very snug, with a small rear seat and trunk.

Redesign/Freshening: 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Cadillac ATS								
	08	09	10	11	12	**13**	14	15	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	$13,800 - $16,300
2014	$14,600 - $21,600
2015	$18,000 - $28,900
2016	$23,100 - $45,600
2017	$26,600 - $50,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	NT	/	/
2014	NT	/	/
2015	NT	/	/
2016	NT	/	/
2017	NT	/	/

Cadillac CTS

The CTS has sports sedan handling and a firm but supple ride. The second-generation 2008 redesign continued with the smooth, refined 3.6-liter V6 while improving interior materials, ride, and handling. The cabin is quiet, but some controls are confusing. The sporty--but rare--CTS-V packed a 5.7-liter V8 and a six-speed manual, delivering Chevrolet Corvette-like performance in a luxury sedan. The front seats are supportive and comfortable, but the rear seats are fairly snug. Sedan, coupe, and wagon versions were produced. 2014 brought a new CTS, with a firm, absorbent ride and precise handling that makes it one of the sportiest cars in the class. Unfortunately, the CUE infotainment system is overly complex and frustrating to use. The cabin is luxurious, but the rear seat is snug. Neither the turbo four-cylinder nor the V6 are that refined.

Redesign/Freshening: 2003, 2008, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Cadillac CTS									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	↓↓	↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	*
Engine Minor	↓	↑↑	!	↑	↑↑	↑↑	↑	↑↑	↑↑	*
Engine Cooling	↓	!	↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	*
Trans. Major	↑↑	↑	↑↑	↑↑	↑↑	↑	↑↑	↓	↑↑	*
Trans. Minor	↑↑	↑↑	↑↑	↑↑	↑↑	↑	↑↑	!	↑↑	*
Drive System	↓↓	↓↓	↓↓	↓↓	↓↓	↑	!	↑↑	↑↑	*
Fuel System	↓	↓↓	!	!	!	↑↑	↑	↑↑	↑↑	*
Electrical	↓↓	↓↓	!	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	*
Climate Syst.	↓	↑↑	↑↑	↑↑	↑↑	↑↑	↓↓	↑	!	*
Suspension	!	!	↑	↑	↑↑	↓	↓	↑↑	↑↑	*
Brakes	↓	!	↑	↑	↑↑	↓	↓	↑↑	↑↑	*
Exhaust	↑↑	!	↑↑	↑↑	↑	↑↑	↑↑	↑↑	↑	*
Paint/Trim	↑↑	↑↑	↑	↑↑	↑↑	↓↓	!	↑	↑↑	*
Noises & Leaks	↓↓	!	↓↓	!	↑	↓	!	↓	↑↑	*
Body Hardware	↑	↑↑	↑	↑	↑↑	↓	↑	↓	↑↑	*
Power Equip.	↓↓	↓	↑	!	↑	↓	!	!	↑↑	*
In-Car Electr.	↓↓	↑	↓	↓	!	↓	↓↓	↓↓	!	*
Used-Car	↓↓	↓	!	!	↑	!	↓↓	↓↓	!	*

Prices

2008	$7,500 - $8,000
2009	$8,500 - $23,200
2010	$9,400 - $26,100
2011	$10,500 - $28,300
2012	$12,100 - $30,800
2013	$13,300 - $36,000
2014	$17,000 - $41,400
2015	$20,200 - $43,800
2016	$25,400 - $35,200
2017	$31,400 - $50,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	↑↑/↑↑	↑↑/↑↑
2009	Good	↑/↑	↑↑/↑↑
2010	Good	↑/↑↑	↑↑/↑↑
2011	Good	NT	NT
2012	Good	↑↑/↑↑	↑↑/↑↑
2013	Good	↑↑/↑↑	↑↑/↑↑
2014	Good	↑↑/↑	↑↑/↑↑
2015	Good	↑↑/↑	↑↑/↑↑
2016	Good	↑↑/↑	↑↑/↑↑
2017	Good	↑↑/↑	↑↑/↑↑

Cadillac DTS

The DTS is a large, front-wheel-drive luxury sedan. Its 275-hp, 4.6-liter V8 is smooth and powerful, and works well with the four-speed automatic. Interior space is generous, with a roomy back seat and an enormous trunk. A six-passenger version, featuring a front bench seat, is available. Handling is not agile, and tire grip and braking are unimpressive. The ride is comfortable but can become buoyant at speed. The interior is quiet. Fit and finish has improved over the old DeVille sedan that it replaced, but some flaws seem out of place for this class. 2011 was its last year.

Redesign/Freshening: 2006.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2008.
Drive Wheels: Front.

Reliability History

Trouble Spots	Cadillac DTS									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	↑	!	!	↓						
Engine Minor	↓	↑	!	↓↓						
Engine Cooling	↑	↓↓	↑↑	!						
Trans. Major	↑↑	↑↑	↑↑	↑↑						
Trans. Minor	↑↑	!	↑↑	↑↑						
Drive System	↓↓	↓↓	↑↑	↓						
Fuel System	↑↑	↑	!	!						
Electrical	↑↑	↓↓	↑	↑						
Climate Syst.	↑↑	↑↑	↑	↑↑						
Suspension	↓↓	↑↑	↓	↓↓						
Brakes	!	↓↓	!	↓↓						
Exhaust	↑↑	↑↑	↑↑	↑↑						
Paint/Trim	!	↑↑	↑↑	!						
Noises & Leaks	↑↑	↓↓	↑↑	!						
Body Hardware	!	↑↑	↑↑	!						
Power Equip.	!	↓↓	↓	!						
In-Car Electr.	↓↓	↓↓	!	!						
Used-Car	!	!	↑	↓↓						

Prices

2008	$5,900 - $5,900
2009	$6,800 - $6,800
2010	$8,300 - $8,300
2011	$9,700 - $9,700
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	↑↑/↑↑	↑↑/↑↑
2009	Good	↑↑/↑↑	↑↑/↑↑
2010	Good	↑↑/↑↑	↑↑/↑↑
2011	Good	NT	NT
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

WORSE — BETTER

Cadillac Escalade

Introduced to compete with the Lincoln Navigator, the Escalade was a rebadged Chevrolet Tahoe/GMC Yukon with leather upholstery, wood trim, a cushier ride, and an inflated price tag. The ESV is a longer version based on the Chevrolet Suburban, while the EXT pickup is essentially a plusher version of the Chevrolet Avalanche. A redesign for 2007 brought a 403-hp, 6.2-liter V8 mated to a six-speed automatic. The interior is much nicer, but handling is clumsy, fuel economy is poor at 13 mpg overall, and the third-row seat is small. The 2015 redesign has an overly-stiff ride and can't stop or handle with the grace of its peers. Despite its massive shadow, the Escalade isn't particularly roomy inside, and the CUE infotainment system is confounding.

Redesign/Freshening: 2007, 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard. Side air bags standard from 2010.
Drive Wheels: 4WD; AWD; Rear.

Reliability History

Trouble Spots	Cadillac Escalade									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	⏫	⏫	*
Engine Minor	*	*	*	*	*	*	*	⏸	⏸	*
Engine Cooling	*	*	*	*	*	*	*	⏫	⏫	*
Trans. Major	*	*	*	*	*	*	*	⏬	⏸	*
Trans. Minor	*	*	*	*	*	*	*	⏬	🔼	*
Drive System	*	*	*	*	*	*	*	⏬	⏸	*
Fuel System	*	*	*	*	*	*	*	🔼	🔼	*
Electrical	*	*	*	*	*	*	*	⏫	⏫	*
Climate Syst.	*	*	*	*	*	*	*	⏬	⏬	*
Suspension	*	*	*	*	*	*	*	🔼	⏫	*
Brakes	*	*	*	*	*	*	*	⏸	⏸	*
Exhaust	*	*	*	*	*	*	*	⏫	⏫	*
Paint/Trim	*	*	*	*	*	*	*	🔼	🔼	*
Noises & Leaks	*	*	*	*	*	*	*	🔽	🔼	*
Body Hardware	*	*	*	*	*	*	*	⏬	🔼	*
Power Equip.	*	*	*	*	*	*	*	⏬	🔽	*
In-Car Electr.	*	*	*	*	*	*	*	🔽	⏬	*
Used-Car	*	*	*	*	*	*	*	⏬	⏬	*

Prices

2008	$15,600 - $18,400
2009	$14,400 - $20,300
2010	$18,000 - $22,900
2011	$19,100 - $26,400
2012	$24,000 - $32,000
2013	$29,400 - $37,700
2014	$32,600 - $41,800
2015	$44,500 - $58,200
2016	$55,300 - $69,300
2017	$60,300 - $76,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⏫/⏫	⏫/⏫
2009	NT	⏫/⏫	⏫/⏫
2010	NT	⏫/⏫	NT
2011	NT	⏫/🔼	⏫/⏫
2012	NT	⏫/🔼	⏫/⏫
2013	NT	⏫/🔼	⏫/⏫
2014	NT	⏫/🔼	⏫/⏫
2015	NT	NT	⏫/⏫
2016	NT	NT	⏫/⏫
2017	NT	🔼/🔼	⏫/⏫

Cadillac SRX

The first-generation SRX was a highly capable SUV that felt taut and agile, and performed well with either the 225-hp V6 or quicker 320-hp V8. Fit and finish fell short, though, and some controls were confusing. It was available with rear- or all-wheel drive. Redesigned for 2010, the SRX switched to a front- or all-wheel drive platform and emerged as an agile contender with a well-trimmed interior. The third row was dropped and a 308-hp V6 became the sole engine, but the SRX feels lethargic in normal driving. Changes for 2013 included a revised interior with supportive front seats and a high-quality materials. But the back seats are snug, the wide roof pillars hurt visibility, and CUE infotainment system is convoluted and frustrating to use. The SRX has been discontinued after the 2016 model year.

Redesign/Freshening: 2004, 2010.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front; Rear.

Reliability History

Trouble Spots	Cadillac SRX									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏬	*	🔼	⏫	⏫	⏫	⏫	⏫	⏫	
Engine Minor	⏬	*	⏫	⏫	🔼	⏫	⏫	⏫	⏫	
Engine Cooling	⏸	*	⏸	⏫	⏫	⏫	⏫	⏫	⏫	
Trans. Major	⏬	*	⏫	🔼	⏫	⏫	⏫	⏫	🔼	
Trans. Minor	⏬	*	⏫	🔼	⏫	🔼	⏫	🔼	⏫	
Drive System	⏬	*	⏸	⏬	🔽	🔽	🔼	⏫	⏫	
Fuel System	⏫	*	⏸	🔽	⏸	⏫	⏫	⏫	⏫	
Electrical	⏸	*	🔽	⏫	🔼	⏫	⏫	⏫	⏫	
Climate Syst.	🔼	*	⏫	⏬	⏸	🔼	⏫	⏫	⏫	
Suspension	🔼	*	⏬	⏫	⏬	🔽	🔽	⏸	⏫	
Brakes	⏬	*	🔼	⏸	⏫	🔼	⏫	⏫	⏫	
Exhaust	⏸	*	⏸	⏫	⏫	⏫	⏫	⏫	⏫	
Paint/Trim	⏸	*	🔼	🔽	🔼	⏫	⏫	⏫	⏫	
Noises & Leaks	⏬	*	⏬	⏬	⏸	🔼	⏸	⏫	⏫	
Body Hardware	⏬	*	🔼	⏫	⏫	🔼	🔼	🔼	⏫	
Power Equip.	⏬	*	⏬	⏬	⏸	⏬	⏸	⏫	⏫	
In-Car Electr.	⏬	*	⏬	⏬	⏬	⏬	⏬	⏬	⏸	
Used-Car	⏬	*	⏸	🔽	⏸	⏸	⏸	⏸	🔼	

Prices

2008	$5,700 - $6,900
2009	$6,700 - $9,300
2010	$9,900 - $12,900
2011	$11,100 - $15,200
2012	$12,400 - $17,400
2013	$13,700 - $21,900
2014	$16,700 - $25,400
2015	$18,800 - $28,400
2016	$21,800 - $33,800
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	🔼/🔼	⏫/⏫
2009	Good	🔼/🔼	⏫/⏫
2010	Good	⏫/🔼	⏫/⏫
2011	Good	NT	NT
2012	Good	⏫/🔼	⏫/⏫
2013	Good	⏫/🔼	⏫/⏫
2014	Good	⏫/🔼	⏫/⏫
2015	Good	⏫/🔼	⏫/⏫
2016	Good	⏫/🔼	⏫/⏫
2017	-	-	-

Cadillac STS

For 2005 Cadillac turned the STS into a rear- or all-wheel drive model, and created a genuinely competitive sports sedan. Power came from a 255-hp V6 or an ultra smooth 320-hp V8. The ride was firm but supple. The car is fun to drive and handles well, but rear-seat room is relatively tight and the interior doesn't measure up to its German competitors. The STS-V is a quicker supercharged version. 2008 brought a 3.6-liter V6 and a few interior updates. 2011 was the final year.

Redesign/Freshening: 2005.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Cadillac STS								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	*	*	*						
Engine Minor	🔼	*	*	*						
Engine Cooling	⏬	*	*	*						
Trans. Major	⏫	*	*	*						
Trans. Minor	⏬	*	*	*						
Drive System	⏬	*	*	*						
Fuel System	🔼	*	*	*						
Electrical	⏬	*	*	*						
Climate Syst.	🔼	*	*	*						
Suspension	⏬	*	*	*						
Brakes	⏫	*	*	*						
Exhaust	⏫	*	*	*						
Paint/Trim	⏬	*	*	*						
Noises & Leaks	❗	*	*	*						
Body Hardware	⏬	*	*	*						
Power Equip.	⏬	*	*	*						
In-Car Electr.	⏬	*	*	*						
Used-Car	⏬	*	*	*						

Prices

2008	$6,200 - $13,500
2009	$7,000 - $15,200
2010	$8,900 - $9,300
2011	$10,100 - $10,100
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	🔼/🔼	🔼/⏫
2009	Good	🔼/🔼	🔼/⏫
2010	Good	🔼/🔼	🔼/⏫
2011	Good	NT	NT
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Cadillac XTS

As a replacement for the plush DTS limo, the XTS falls short. It handles better, but the ride is jittery and feels very ordinary for a luxury car, and the 3.6-liter V6 sounds coarse when prodded. Still, the XTS has a quiet, posh, and beautifully finished interior, and the seats are very comfortable. However, the touch-activated CUE infotainment interface is unintuitive and frustrating to use, and the high rear deck impedes the view aft. Various safety systems, including lane-departure detection, will vibrate the driver's seat as a warning. A high-performance Vsport version with a twin-turbo V6 is also available, and all-wheel drive is an option on all but the base-trim versions.

Redesign/Freshening: 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Cadillac XTS								
	08	09	10	11	12	13	14	15	16	17
Engine, Major						⏫	⏫	⏫	⏫	*
Engine Minor						⏫	⏫	⏫	⏫	*
Engine Cooling						⏫	⏫	⏫	⏫	*
Trans. Major						⏫	⏫	❗	⏫	*
Trans. Minor						⏫	⏫	❗	⏫	*
Drive System						❗	🔼	⏫	🔼	*
Fuel System						⏫	⏫	⏫	⏫	*
Electrical						⏫	⏫	⏫	⏫	*
Climate Syst.						⏬	🔼	⏫	⏫	*
Suspension						⏬	⏬	🔽	🔽	*
Brakes						⏬	🔼	⏫	⏫	*
Exhaust						⏫	⏫	⏫	⏫	*
Paint/Trim						🔼	⏫	⏫	⏫	*
Noises & Leaks						🔼	❗	⏫	⏫	*
Body Hardware						⏫	⏫	⏫	🔼	*
Power Equip.						⏬	🔽	🔼	❗	*
In-Car Electr.						⏬	🔽	🔼	🔼	*
Used-Car						⏬	❗	❗	⏬	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	$16,800 - $21,000
2014	$20,200 - $25,400
2015	$20,600 - $31,100
2016	$22,800 - $36,600
2017	$29,900 - $43,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	Good	⏫/⏫	⏫/⏫
2014	Good	⏫/⏫	⏫/⏫
2015	Good	⏫/⏫	⏫/⏫
2016	Good	⏫/⏫	⏫/⏫
2017	Good	⏫/⏫	⏫/⏫

WORSE — BETTER

Chevrolet Avalanche

The Chevrolet Avalanche is a full-sized crew-cab pickup with a unified bed and cab. An innovative mid-gate panel between the bed and passenger compartment can be folded down to make room for longer cargo. This feature allows the Avalanche to accommodate a variety of different passenger and cargo loads. Fussing with all those pieces, however, can be a chore. Based on the Suburban, the Avalanche uses that model's 5.3-liter V8 which provides impressive acceleration but isn't terribly economical. The ride is commendably comfortable and quiet for a truck. 2007 brought a redesign with a nicer interior. An optional backup camera helps to compensate for the very large rear blind zone. 2013 was its last year.

Redesign/Freshening: 2007.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Chevrolet Avalanche									
	08	09	10	11	12	13	14	15	16	17
Engine, Major		*	*							
Engine Minor		*	*							
Engine Cooling		*	*							
Trans. Major		*	*							
Trans. Minor		*	*							
Drive System		*	*							
Fuel System		*	*							
Electrical		*	*							
Climate Syst.		*	*							
Suspension		*	*							
Brakes		*	*							
Exhaust		*	*							
Paint/Trim		*	*							
Noises & Leaks		*	*							
Body Hardware		*	*							
Power Equip.		*	*							
In-Car Electr.		*	*							
Used-Car		*	*							

Prices

2008	$12,300 - $15,400
2009	$13,300 - $18,100
2010	$14,000 - $19,600
2011	$16,900 - $21,700
2012	$18,000 - $25,100
2013	$21,800 - $28,900
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	/	/
2009	NT	/	/
2010	NT	/	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Chevrolet Aveo

Even as basic transportation, the Daewoo-produced Chevrolet Aveo fell so far short that it became a byword for mediocrity. Handling lacked the agility native to most small cars, the steering was imprecise, and the body leaned a good deal in corners. The 103-horsepower, 1.6-liter four-cylinder engine delivered just adequate performance and unimpressive fuel economy. The ride wasn't too bad, though, and a tight turning circle made parking easy. Drivers sat fairly high with a good view, and access was relatively easy. Fit and finish was OK but nothing special. Many Aveos came with antilock brakes, a rarity for this class. The hatchback had more cargo versatility, but the sedan had a roomier trunk. 2011 was its final year.

Redesign/Freshening: 2004.
Safety Equipment: ABS, ESC, and side and head protection air bags standard. ESC not available.
Drive Wheels: Front.

Reliability History

Trouble Spots	Chevrolet Aveo									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*						
Engine Minor	*	*	*	*						
Engine Cooling	*	*	*	*						
Trans. Major	*	*	*	*						
Trans. Minor	*	*	*	*						
Drive System	*	*	*	*						
Fuel System	*	*	*	*						
Electrical	*	*	*	*						
Climate Syst.	*	*	*	*						
Suspension	*	*	*	*						
Brakes	*	*	*	*						
Exhaust	*	*	*	*						
Paint/Trim	*	*	*	*						
Noises & Leaks	*	*	*	*						
Body Hardware	*	*	*	*						
Power Equip.	*	*	*	*						
In-Car Electr.	*	*	*	*						
Used-Car	*	*	*	*						

Prices

2008	$3,200 - $3,500
2009	$3,500 - $3,900
2010	$3,700 - $4,100
2011	$4,100 - $4,600
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Accept.	/	/
2009	Accept.	/	/
2010	Accept.	/	/
2011	Accept.	NT	NT
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Chevrolet Camaro

The Camaro takes classic muscle-car looks and sounds and injects them into a modern drivetrain and body. Our tested Camaro SS was very quick, thanks to its 6.2-liter V8, but the base 3.6-liter V6 also delivers decent performance. Handling is capable, but the car's size and weight really hurt its agility. Braking performance on the SS is excellent, and the taut and controlled ride isn't that punishing. However, the emphasis on interior and exterior styling undermines practicality. It results in severely hampered visibility, difficult to read controls, a small trunk, and a tiny rear seat that is tricky to access. The convertible has an awkward manual release for the top.

Redesign/Freshening: 2010, 2016.
Safety Equipment: ABS standard. ESC and side and head protection air bags standard from 2010.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Chevrolet Camaro								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	-
2009	-
2010	$10,700 - $14,700
2011	$11,300 - $16,100
2012	$12,400 - $28,300
2013	$13,400 - $30,500
2014	$15,100 - $36,000
2015	$16,600 - $38,700
2016	$21,600 - $30,200
2017	$23,600 - $38,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	NT	/	/NT
2011	NT	NT	NT
2012	NT	/	/
2013	NT	/	/
2014	NT	/	/
2015	NT	/	/
2016	Good	NT	NT
2017	Good	/	/

Chevrolet Cobalt

The Cavalier felt crude, noisy, cramped, and uncomfortable. An improved but still buzzy powerplant arrived in 2003. Interior pieces feel flimsy and fit poorly, and seating is cramped and uncomfortable. Poor crash-test results are also a concern. The Cobalt replaced the Cavalier for 2005. Its 2.2-liter engine is spirited but noisy and relatively thirsty for a small car. The ride is steady, but the steering is too light at low speeds and handling isn't particularly agile. The quick and sporty SS is a different story. A turbocharger replaced its supercharger for 2008. These cars fared poorly in IIHS side-crash tests were when tested without side air bags, but rated Acceptable with them. The Cobalt was replaced by the Cruze for 2011.

Redesign/Freshening: 2005.
Safety Equipment: ABS, side air bags and head protection air bags standard. ESC available from 2008.
Drive Wheels: Front.

Reliability History

Trouble Spots	Chevrolet Cobalt									
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$3,900 - $5,500
2009	$4,300 - $6,000
2010	$4,300 - $7,200
2011	-
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

WORSE — BETTER

Chevrolet Colorado

The compact S-10 pickup had inferior brakes and clumsy handling. In 2004 it was sold alongside its replacement, the Colorado. This successor offered only crude and noisy four- and five-cylinder engines at first. It retained a rudimentary part-time optional four-wheel-drive system, the type that can't be used on bare pavement. The Colorado's handling is sound but unexceptional. The ride is unsettled, and the body quivers constantly. 2007 brought a larger 3.7-liter engine. A V8 engine and standard ESC were added to the 2009 models. There was no 2013-2014 Colorado, but an all-new model arrived for 2015. The new truck is a far better vehicle. It is more mature and better equipped than competitors from Nissan and Toyota. The ride is choppy, as expected with most pickups, but handling is responsive.

Redesign/Freshening: 2004, 2015.
Safety Equipment: ABS standard. Head protection air bags available, standard from 2010. ESC standard from 2009.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Chevrolet Colorado								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇧	!	⇧	⇧	⇧			⇧	⇧	⇧
Engine Minor	⇧	⇧	⇧	⇧	!			⇧	⇧	⇧
Engine Cooling	!	⇧	⇧	⇧	⇧			⇧	⇧	⇧
Trans. Major	⇧	⇧	⇧	⇧	⇧			⇧	⇧	⇧
Trans. Minor	⇩	⇧	⇧	⇧	⇧			⇧	⇧	⇧
Drive System	!	⇧	⇧	⇧	!			⇧	⇧	⇧
Fuel System	⇩	⇩	!	⇩	⇧			⇧	⇧	⇧
Electrical	⇧	⇧	⇧	⇧	⇧			⇧	⇧	⇧
Climate Syst.	⇩	⇧	⇧	⇧	⇩	⇧		⇩	⇩	⇧
Suspension	⇧	⇧	⇧	⇧	!			!	⇧	⇧
Brakes	!	⇧	⇧	!	⇩			!	⇧	⇧
Exhaust	⇧	⇧	⇧	⇧	⇧			⇧	⇧	⇧
Paint/Trim	⇩	⇧	⇩	⇩	⇧			⇧	⇧	⇧
Noises & Leaks	⇩	⇩	⇩	⇧	⇧			!	⇧	⇧
Body Hardware	!	⇧	!	⇧	⇧			⇧	⇧	⇧
Power Equip.	⇩	⇩	⇩	⇧	⇧			!	⇧	⇧
In-Car Electr.	!	⇩	⇧	⇧	⇧			⇧	⇩	⇧
Used-Car	!	⇧	⇧	!	⇧			⇩	⇩	⇧

Prices

2008	$4,600 - $11,700
2009	$5,700 - $13,400
2010	$6,500 - $14,900
2011	$7,900 - $17,200
2012	$8,900 - $18,200
2013	-
2014	-
2015	$16,400 - $29,800
2016	$17,600 - $31,500
2017	$20,600 - $42,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⇧/⇧	⇧/⇧
2009	Accept.	⇧/⇧	⇧/⇧
2010	Accept.	⇧/⇧	!/⇧
2011	Accept.	NT	NT
2012	Accept.	NT	NT
2013	-	-	-
2014	-	-	-
2015	Good	NT	NT
2016	Good	⇧/⇧	⇧/⇧
2017	Good	⇧/⇧	⇧/⇧

Chevrolet Corvette

The Corvette has nimble and secure handling, excellent brakes, and a tolerable ride. Responsive, well-weighted steering and tenacious tire grip allow it to corner with confidence and agility. On the down side, interior fit and finish is unimpressive. We found the convertible top a nuisance to operate. The redesigned 2005 Corvette was slightly smaller and lighter than the model it replaced. Base models get a 400-hp, 6.0-liter V8, but the Z06 uses a wicked 505-hp, 7.0-liter V8. Handling is capable, though the Corvette is less agile than some other sports cars. Interior trim and materials were improved, but still fell somewhat short. A redesigned Vette arrived in 2014, with sharp-edged styling, a 455-hp V8, and, finally, an interior worthy of the price. Subsequent additions to the line include the Z06 and Grand Sport.

Redesign/Freshening: 2005, 2014.
Safety Equipment: ABS and ESC standard. Side air bags available, standard from 2010.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Chevrolet Corvette									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇧	⇧	*	⇧	⇧	⇧	⇧	⇧	⇧	!
Engine Minor	⇧	⇧	*	⇧	⇧	⇧	⇧	⇩	⇧	⇩
Engine Cooling	⇧	⇧	*	⇧	⇧	⇧	⇩	⇧	⇧	⇧
Trans. Major	⇧	⇧	*	⇧	⇧	⇧	⇧	⇩	⇧	⇧
Trans. Minor	⇧	⇩	*	⇩	⇧	⇧	⇧	⇧	⇧	⇧
Drive System	⇧	⇧	*	⇧	⇧	⇧	⇧	⇧	!	!
Fuel System	⇩	⇧	*	⇩	⇧	⇧	⇧	⇧	⇧	⇧
Electrical	⇧	⇧	*	⇧	⇧	⇧	⇧	⇧	⇧	⇧
Climate Syst.	⇧	⇧	*	⇧	⇧	⇧	!	⇧	⇧	⇧
Suspension	⇧	⇩	*	⇧	⇧	⇧	⇧	⇧	⇧	⇧
Brakes	⇧	⇧	*	⇧	⇩	⇧	⇧	⇧	⇧	⇧
Exhaust	⇧	⇧	*	⇧	⇧	⇧	⇧	⇧	⇧	⇧
Paint/Trim	⇧	⇧	*	⇧	⇧	⇧	⇧	⇧	⇧	⇧
Noises & Leaks	⇩	⇩	*	⇧	⇧	⇧	⇧	⇧	⇧	⇧
Body Hardware	⇧	⇧	*	⇧	⇧	⇧	⇧	⇧	⇧	⇧
Power Equip.	⇩	⇧	*	⇧	⇧	⇧	!	⇧	⇧	⇧
In-Car Electr.	⇩	⇧	*	⇧	⇧	⇩	⇩	⇩	⇩	⇧
Used-Car	⇧	⇧	*	⇧	⇧	⇧	⇩	⇩	⇩	⇩

Prices

2008	$15,800 - $27,100
2009	$16,700 - $48,000
2010	$18,400 - $51,000
2011	$19,300 - $52,600
2012	$21,000 - $55,200
2013	$23,300 - $57,900
2014	$36,300 - $39,700
2015	$39,500 - $62,800
2016	$42,800 - $68,100
2017	$46,800 - $70,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Chevrolet Cruze

In 2011 the Cruze replaced, and greatly improved on, the unimpressive Cobalt as Chevrolet's mainstream small car. It feels solid and substantial, handles nicely, and has a firm but steady and controlled ride. Two four-cylinder engines are offered: a base 1.8-liter and an up-level turbocharged 1.4-liter. The latter has the edge in power delivery and quietness. Both, however, delivered a rather unimpressive 26 mpg. Noise levels are moderate, which is fairly good for this class. The well-finished cabin feels spacious up front, even for tall drivers, but it's cramped in the rear. A 2016 redesign brought big-car qualities such as a comfortable ride and a quiet interior. Fuel economy also improved to 30 mpg overall with the standard 1.4-liter turbocharged four-cylinder engine.

Redesign/Freshening: 2011, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Chevrolet Cruze								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	-
2009	-
2010	-
2011	$6,200 - $8,200
2012	$6,800 - $8,900
2013	$7,800 - $10,000
2014	$8,700 - $12,800
2015	$9,100 - $14,500
2016	$11,100 - $16,000
2017	$12,500 - $18,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	Good		
2012	Good		
2013	Good		
2014	Good		
2015	Good		
2016	Good		
2017	Good		

Chevrolet Equinox

The first-generation Chevrolet Equinox was a mediocre SUV, with a roomy rear seat but an interior crafted of sub-par materials. The old-tech 185-hp, 3.4-liter V6 lacked refinement and returned poor fuel economy. A tip-up onto two wheels in the government rollover test was another negative until electronic stability control became standard in 2007. The redesigned 2010 model, which offers four-cylinder and V6 engines, is light years better than its predecessor. It still has a roomy rear seat, and the interior is much nicer. The ride is taut yet supple and controlled and handling is responsive and secure. But fuel economy still falls short of the best small SUVs.

Redesign/Freshening: 2005, 2010, 2018.
Safety Equipment: ABS and ESC standard. Head protection air bags available, standard from 2009. Side air bags standard from 2009.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Chevrolet Equinox								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$5,400 - $6,800
2009	$6,000 - $8,800
2010	$7,100 - $10,300
2011	$8,400 - $11,800
2012	$9,500 - $13,600
2013	$11,400 - $15,900
2014	$12,700 - $18,900
2015	$11,900 - $20,700
2016	$14,100 - $22,600
2017	$20,700 - $26,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good		
2009	Good		
2010	Good		
2011	Good		
2012	Good		
2013	Good		
2014	Good		
2015	Good		
2016	Good		
2017	Good		

WORSE — BETTER

Chevrolet HHR

The HHR has easy access and a flexible cargo area, with split rear seats that fold to create a generous and flat load floor. The ride is comfortable enough, and handling is secure though not agile. Tall gearing and an unresponsive automatic leave the HHR feeling lethargic in everyday driving, and we still only measured 24 mpg overall from its noisy 2.4-liter engine. Short windows and thick roof pillars impair visibility, and interior quality is unimpressive. Thankfully, window controls were relocated to the doors starting with 2009 models. Both engines received a power boost for 2007. 2011 was the last year.

Redesign/Freshening: 2006.
Safety Equipment: ABS and head protection air bags available, standard from 2009. ESC available, standard from 2009.
Drive Wheels: Front.

Reliability History

Trouble Spots	Chevrolet HHR								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$3,900 - $5,700
2009	$4,600 - $7,000
2010	$4,700 - $8,200
2011	$5,500 - $5,700
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	NT	NT
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Chevrolet Impala

The Impala didn't stand out against its contemporaries, but it could seat six with a front bench seat. Its various V6 engines got the job done, but weren't very smooth or refined. Ride and handling are mediocre by modern standards. Front head and leg room are generous, though, and the front seats are reasonably comfortable. The rear bench is uncomfortable and too low. The 2006 freshening brought updated engines. Performance got better and mileage stayed at an acceptable 20 mpg. A powerful V8 was optional for a few years. For 2014, the Impala was completely redesigned. With a contemporary interior and powertrain and impressive ride and handling, it became one of our top-rated sedans.

Redesign/Freshening: 2006, 2014.
Safety Equipment: ABS and head protection air bags standard. ESC available from 2008, standard from 2010.
Drive Wheels: Front.

Reliability History

Trouble Spots	Chevrolet Impala								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$4,800 - $6,300
2009	$5,300 - $7,000
2010	$5,800 - $7,100
2011	$6,600 - $7,800
2012	$7,600 - $8,800
2013	$8,700 - $10,000
2014	$10,400 - $20,300
2015	$11,900 - $21,200
2016	$13,600 - $22,200
2017	$17,500 - $24,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Accept.	/	/
2009	Accept.	/	/
2010	Good	/	/
2011	Good	NT	NT
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Chevrolet Malibu

Available as a sedan or four-door hatchback, the 2004 Malibu was a solid, well-rounded competitor, with good fuel economy from the available V6, responsive handling, and a supple ride. Look for one with side-curtain air bags; it scored a Poor in IIHS crash tests without them. An excellent 2008 redesign made the Malibu much more competitive: quiet, responsive, and comfortable-riding. The interior was significantly upgraded, with better materials and fit and finish. 2012 brought another redesign, based on the Buick Regal. The V6 engine option was dropped, but its normal and turbo four-cylinders are quiet and refined. The rear seat is tight. Models with the leather seats are worth the upgrade.

Redesign/Freshening: 2008, 2013, 2016.
Safety Equipment: ABS and side and head protection air bags standard. ESC available, standard from 2009.
Drive Wheels: Front.

Reliability History

Trouble Spots	Chevrolet Malibu								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$4,600 - $6,300
2009	$5,200 - $7,000
2010	$5,700 - $7,500
2011	$6,600 - $7,900
2012	$7,400 - $8,700
2013	$9,500 - $12,500
2014	$11,300 - $15,400
2015	$12,400 - $16,700
2016	$13,400 - $21,800
2017	$17,600 - $24,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Chevrolet Silverado 1500

Chevrolet's full-size Silverado has powerful, efficient engines, an inviting interior, and improved braking and handling. Expect a stiff, choppy ride, however, made worse with the Z71 option package. A 2007 redesign brought more responsive handling and an improved ride, but the powertrains still aren't as refined as some competitors'. High-end interiors have attractive fit and finish, and all have simple controls. Fuel economy from the 5.3-liter V8 and six-speed automatic is decent, and its crash test scores improved. Cabin access is easy and towing and payload capacities generous. Another redesign for 2014 brought a more spacious cabin that is as quiet as a luxury car's. Fuel economy is an impressive 16 mpg, but the new truck feels sluggish.

Redesign/Freshening: 2007, 2014.
Safety Equipment: ABS standard. ESC and head protection air bags available; standard from 2010. Side air bags standard from 2010.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Chevrolet Silverado 1500								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$8,000 - $16,800
2009	$9,000 - $19,000
2010	$10,100 - $20,100
2011	$11,200 - $22,300
2012	$12,200 - $24,100
2013	$14,300 - $26,800
2014	$16,500 - $33,500
2015	$19,000 - $36,600
2016	$21,100 - $40,800
2017	$21,600 - $44,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	/	/
2009	Good	/	/
2010	Good	/	NT
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Chevrolet Sonic

The standard Sonic uses an unimpressive 1.8-liter four-cylinder engine, which makes the expense of upgrading to the modestly quicker and more fuel-efficient 1.4-liter turbocharged four-cylinder worthwhile. The six-speed manual transmission is somewhat balky, but the automatic has to dig for gears constantly. Handling is fairly nimble, the brakes are excellent, and the ride is civilized for this class. The sedan has a huge trunk and gives a better view out, but the hatchback version has more cargo versatility. Both offer a relatively quiet cabin, but the rear seats are cramped. A number of optional features are not avilable on competitors, such as heated seats, a sunroof, remote start, and forward-collision and lane-departure warnings. Crash-test results are impressive.

Redesign/Freshening: 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Chevrolet Sonic								
	08	09	10	11	**12**	13	14	15	16	17
Engine, Major					●	▲	▲▲	▲▲	*	*
Engine Minor					▼	▲▲	▲▲	▲▲	*	*
Engine Cooling					▼▼	▼	▲▲	▲▲	*	*
Trans. Major					▲▲	▲▲	▲▲	▲▲	*	*
Trans. Minor					●	▲▲	▲▲	▲▲	*	*
Drive System					▲▲	▲▲	▲▲	▲▲	*	*
Fuel System					▼▼	●	▲	●	*	*
Electrical					▼▼	▼	▲▲	▲▲	*	*
Climate Syst.					●	▼▼	▼▼	▲	*	*
Suspension					●	▲	▲	●	*	*
Brakes					▲▲	▲▲	▲▲	▲▲	*	*
Exhaust					▲▲	●	▲▲	●	*	*
Paint/Trim					▲▲	▲▲	▲	▲▲	*	*
Noises & Leaks					●	▲	▲▲	▲	*	*
Body Hardware					●	▲▲	▲▲	▲▲	*	*
Power Equip.					●	▲▲	▼	▲	*	*
In-Car Electr.					▼▼	▼▼	●	▼	*	*
Used-Car					▼▼	▼	▲	●	*	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	$4,900 - $7,700
2013	$5,700 - $9,500
2014	$6,800 - $10,200
2015	$8,200 - $11,600
2016	$9,600 - $13,400
2017	$12,700 - $14,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	Good	▲▲/▲▲	▲▲/▲▲
2013	Good	▲▲/▲▲	▲▲/▲▲
2014	Good	▲▲/▲▲	▲▲/▲▲
2015	Good	▲▲/▲▲	▲▲/▲▲
2016	Good	▲▲/▲▲	▲▲/▲▲
2017	Good	▲▲/▲▲	▲▲/▲▲

Chevrolet Spark

Chevrolet's tiny Spark is a four-seat city car that's well equipped with such standard features as a touch-screen infotainment system. But that doesn't make the Spark a good deal. Its dinky 84-hp, 1.2-liter four-cylinder and jerky continuously variable automatic transmission combined to provide slow acceleration and its 32 mpg overall is not impressive for this class. A four-speed automatic available in 2012 was no better, though the standard manual transmission helps. The cabin is cramped and relentlessly noisy, the ride is stiff and jittery. While not exciting to drive, the Spark is maneuverable, easy to park, and boasts a rear seat fit for two adults. An all-electric version is surprisingly fun, giving the Spark plenty of smooth and quiet power, but was only sold in a handful of states.

Redesign/Freshening: 2013, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Chevrolet Spark								
	08	09	10	11	12	**13**	14	15	**16**	17
Engine, Major						*	*	*	*	*
Engine Minor						*	*	*	*	*
Engine Cooling						*	*	*	*	*
Trans. Major						*	*	*	*	*
Trans. Minor						*	*	*	*	*
Drive System						*	*	*	*	*
Fuel System						*	*	*	*	*
Electrical						*	*	*	*	*
Climate Syst.						*	*	*	*	*
Suspension						*	*	*	*	*
Brakes						*	*	*	*	*
Exhaust						*	*	*	*	*
Paint/Trim						*	*	*	*	*
Noises & Leaks						*	*	*	*	*
Body Hardware						*	*	*	*	*
Power Equip.						*	*	*	*	*
In-Car Electr.						*	*	*	*	*
Used-Car						*	*	*	*	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	$6,200 - $6,500
2014	$7,300 - $8,000
2015	$8,200 - $8,900
2016	$9,300 - $10,200
2017	$10,500 - $12,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	Good	NT	NT
2014	Good	▲▲/▲▲	▲▲/▲▲
2015	Good	▲▲/▲▲	▲▲/▲▲
2016	Good	NT	NT
2017	Good	NT	NT

Chevrolet SS

Consider the SS a stealth weapon: a serious performance car cloaked in a restrained exterior with a spacious, comfortable cabin. But its ferocious speed, responsive handling, and fantastic brakes keep pace with many high-end sports sedans. The rear-drive SS comes fully loaded and is powered by a burbling, 415-hp, 6.2-liter V8. Controls are simple, and standard safety gear includes forward-collision alert, lane-departure warning, blind-spot warning, and a back-up camera with cross-traffic warning. A firm but tolerable ride and a paltry 17 mpg overall are modest drawbacks that go with the territory. The SS was discontinued after the 2017 model year.

Redesign/Freshening: 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Chevrolet SS								
	08	09	10	11	12	13	14	15	16	17
Engine, Major							*	*	*	*
Engine Minor							*	*	*	*
Engine Cooling							*	*	*	*
Trans. Major							*	*	*	*
Trans. Minor							*	*	*	*
Drive System							*	*	*	*
Fuel System							*	*	*	*
Electrical							*	*	*	*
Climate Syst.							*	*	*	*
Suspension							*	*	*	*
Brakes							*	*	*	*
Exhaust							*	*	*	*
Paint/Trim							*	*	*	*
Noises & Leaks							*	*	*	*
Body Hardware							*	*	*	*
Power Equip.							*	*	*	*
In-Car Electr.							*	*	*	*
Used-Car							*	*	*	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	$28,800 - $31,000
2015	$31,900 - $34,300
2016	$36,600 - $39,000
2017	$40,700 - $43,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Chevrolet Suburban

GM's largest SUV can seat up to nine people, haul massive loads, or tow big trailers. The Suburban shares its basic platform and V8 powertrain lineup with GM's pickups. Power comes from a strong-but-thirsty 5.3-liter V8. The 2007 redesign brought more agility and better steering and brakes, along with a more efficient six-speed automatic transmission. The interior was also significantly upgraded, but the third-row seats lack thigh support and don't fold into the floor, as some competitors did by then. The full-time four-wheel-drive system is a plus. The 2015 redesign brought a sumptuous and quiet interior, power folding second- and third-row seats, and available advanced safety features. Beyond that, it's pretty much your tried-and-true Suburban, with a 5.3-liter V8 and a six-speed automatic.

Redesign/Freshening: 2007, 2015.
Safety Equipment: ABS, ESC, and head protection air bags standard. Side air bags available, standard from 2010.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Chevrolet Suburban								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

Prices

2008	$11,600 - $15,000
2009	$13,200 - $17,800
2010	$14,400 - $20,100
2011	$16,500 - $24,000
2012	$17,700 - $26,500
2013	$21,400 - $30,600
2014	$25,500 - $36,500
2015	$30,800 - $46,000
2016	$35,500 - $67,800
2017	$45,400 - $69,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	/	/
2009	NT	/	/
2010	NT	/	NT
2011	NT	NT	NT
2012	NT	/	/
2013	NT	/	/
2014	NT	/	/
2015	NT	/	/
2016	NT	/	/
2017	NT	/	/

WORSE — BETTER

Chevrolet Tahoe

This full-sized SUV offers impressive towing and an absorbent low-speed ride. However, it offers little cargo space behind the raised third row and the ride deteriorates on the highway. Handling is imprecise, the steering is vague, and the brakes are so-so. 4WD models have a full-time system that can remain engaged indefinitely. Look for a model with stability control. The 2007 redesign brought a better ride and steering, and an improved interior. The powertrain is still strong, but unrefined. The third-row seats lack thigh support and don't fold into the floor, eating up cargo room. The 2015 redesign brought a sumptuous and quiet interior, power folding second- and third-row seats, and available advanced safety features. Beyond that, it's pretty much your tried-and-true Tahoe, with a 5.3-liter V8 and a six-speed automatic.

Redesign/Freshening: 2007, 2015.
Safety Equipment: ABS, ESC, and head protection air bags standard. Side air bags available, standard from 2010.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Chevrolet Tahoe								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$10,900 - $16,400
2009	$11,900 - $18,900
2010	$13,900 - $21,400
2011	$16,400 - $23,500
2012	$17,500 - $26,500
2013	$20,800 - $30,800
2014	$24,500 - $36,700
2015	$32,900 - $45,100
2016	$34,700 - $47,700
2017	$43,200 - $55,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	/	/
2009	NT	/	/
2010	NT	/	NT
2011	NT	/	/
2012	NT	/	/
2013	NT	/	/
2014	NT	/	/
2015	NT	/	/
2016	NT	/	/
2017	NT	/	/

Chevrolet Traverse

The Traverse, introduced for 2009, is one of GM's impressive large, car-based, three-row SUVs. Each has a spacious and quiet interior, with a third-row seat roomy enough to accommodate adults. Seating for seven or eight is available. Handling is responsive, especially given the Traverse's size, and the ride is comfortable. Rear visibility isn't great, but clever extra mirrors reduce side blind spots. The smooth 3.6-liter V6 returned 16 mpg in our tests. It's mated to a six-speed automatic that sometimes hesitated to downshift; later versions have better transmission programming. A minor freshening for 2013 brought an improved infotainment system and a standard front-center air bag.

Redesign/Freshening: 2009, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Chevrolet Traverse									
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	-
2009	$7,400 - $10,800
2010	$8,300 - $11,700
2011	$9,400 - $13,500
2012	$11,100 - $14,700
2013	$13,700 - $20,900
2014	$15,800 - $24,900
2015	$17,000 - $26,500
2016	$20,000 - $30,000
2017	$25,300 - $33,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	Good	/	/
2010	Good	/	/
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Chevrolet Trax

This bite-sized crossover, essentially a stripped down Buick Encore, is an ambitiously-priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter turbo four-cylinder and six-speed automatic, which didn't deliver performance or fuel economy. The cabin is narrow, cramped, and overall basic, with just a few niceties. Pronounced engine noise and stiff ride don't add to the experience. The Trax features the next-generation versions of OnStar and MyLink infotainment systems.

Redesign/Freshening: 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Chevrolet Trax									
	08	09	10	11	12	13	14	**15**	16	17
Engine, Major								↑	↑↑	*
Engine Minor								↑	↑↑	*
Engine Cooling								↑↑	↑↑	*
Trans. Major								↑↑	↑	*
Trans. Minor								↑↑	↑↑	*
Drive System								↑↑	↑↑	*
Fuel System								↑	↑↑	*
Electrical								↑↑	↑↑	*
Climate Syst.								↑↑	↑↑	*
Suspension								↑↑	↑↑	*
Brakes								↑	↑↑	*
Exhaust								↑↑	↑↑	*
Paint/Trim								↑↑	↑↑	*
Noises & Leaks								↑↑	!	*
Body Hardware								↑	↑↑	*
Power Equip.								↑↑	↑	*
In-Car Electr.								↑	↓↓	*
Used-Car								↑	↑	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	$12,500 - $17,400
2016	$13,300 - $18,100
2017	$16,900 - $20,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	Good	↑↑/↑↑	↑↑/↑↑
2016	Good	↑↑/↑↑	↑↑/↑↑
2017	Good	↑↑/↑↑	↑↑/↑↑

Chevrolet Volt

The Volt semi-electric car is quick, quiet, and responsive, and uses a backup gas engine to extend beyond its electric range. Typically it can go 35 miles on electric power; then the relatively unrefined 1.4-liter engine turns on to extend the driving range. It takes about 4 hours to recharge on a 240-volt supply and about 10 hours on 120 volts. We got 2.93 miles per kWh overall and 32 mpg overall on gas mode. Running costs are less than 4 cents a mile based on national electricity rates, but the cost advantage diminishes once you venture beyond the electric range, in part because the Volt requires premium fuel. Ride and handling are sound. Visibility is wanting, controls are a jumble, and as a four-seater, practicality is compromised. A 2016 redesign made the Volt quicker and quieter, rides more comfortably, and has easier-to-use controls. Electric-only range is extended to 50 miles.

Redesign/Freshening: 2011, 2016.
Safety Equipment: ABS, ESC, and side and head protection airbags are standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Chevrolet Volt									
	08	09	10	**11**	12	13	14	15	**16**	17
Engine, Major				*	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Engine Minor				*	↑↑	↑↑	↑↑	↑↑	↑	↑
Engine Cooling				*	↑↑	↑↑	↑	↑↑	↑↑	↑↑
Trans. Major				*	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Trans. Minor				*	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Drive System				*	↓	!	!	↑↑	!	↑↑
Fuel System				*	↑	↑↑	↑↑	↑↑	↑↑	↑↑
Electrical				*	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Climate Syst.				*	↑↑	!	↓	↑	↑↑	↑↑
Suspension				*	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Brakes				*	↑	↑↑	↑↑	↑↑	↑↑	↑↑
Exhaust				*	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Paint/Trim				*	↑	↑↑	↑	↑↑	↑	↑↑
Noises & Leaks				*	↑↑	↑↑	!	↑↑	↑↑	↑↑
Body Hardware				*	↑	↑↑	↑↑	↑	↑↑	↑↑
Power Equip.				*	↓↓	!	↓↓	↑	↑↑	↑↑
In-Car Electr.				*	↓↓	!	↓↓	↓	↓↓	!
Used-Car				*	!	↑	↓	↑↑	↓	↓

Prices

2008	-
2009	-
2010	-
2011	$5,500 - $8,300
2012	$6,800 - $9,700
2013	$8,300 - $11,200
2014	$10,700 - $13,700
2015	$12,000 - $14,900
2016	$19,900 - $24,100
2017	$23,100 - $27,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	Good	↑↑/↑	↑↑/↑↑
2012	Good	↑↑/↑	↑↑/↑↑
2013	Good	↑↑/↑	↑↑/↑↑
2014	Good	↑↑/↑	↑↑/↑↑
2015	Good	↑↑/↑	↑↑/↑↑
2016	Good	NT	NT
2017	Good	↑↑/↑	↑↑/↑↑

WORSE — BETTER

Chrysler 200, Sebring

The long-running Sebring was never a very good car, more of a low-rent commodity car than an object of desire. It lacked agility, admitted too much road noise, and had a stiff, unsettled ride. For 2011 the Sebring was reworked and renamed the 200, getting a much nicer interior, a more compliant ride, and a strong, smooth V6. Handling remained underwhelming. Model year 2015 brought another redesign. While it represents a vast improvement over the 2011 model, the 200 continues to trail the field by a considerable margin. This is largely owing to klutzy handling, a thrashy base engine and cramped packaging. As much as we want to like the handsomely styled car, and we really do applaud the fact that it is considerably better than its forebears, the 200's competition is just so much better.

Redesign/Freshening: 2007, 2011, 2015.
Safety Equipment: ABS and side and head protection air bags standard. ESC available, standard from 2012.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Chrysler 200, Sebring								
	08	09	10	**11**	12	13	14	**15**	16	17
Engine, Major	⇈	*	!	⇈	⇈	^	^	⇈	⇈	*
Engine Minor	^	*	^	⇈	^	⇈	!	⇈	⇈	*
Engine Cooling	⇈	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Trans. Major	⇈	*	⇈	⇈	⇈	⇈	⇈	⇊	⇈	*
Trans. Minor	⇈	*	!	^	^	⇈	⇈	⇊	⇈	*
Drive System	^	*	⇈	⇈	⇈	⇈	!	⇊	⇈	*
Fuel System	⇊	*	⇊	⇈	^	⇈	^	⇈	⇈	*
Electrical	!	*	⇈	⇈	⇈	!	^	⇈	⇈	*
Climate Syst.	^	*	^	⇊	⇊	^	^	^	^	*
Suspension	^	*	⇈	!	^	⇊	^	^	⇈	*
Brakes	⇊	*	⇊	⇊	!	⇊	⇊	^	^	*
Exhaust	⇊	*	⇊	⇈	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	⇊	*	⇊	^	⇊	⇈	^	⇈	⇈	*
Noises & Leaks	⇊	*	⇊	!	⇊	⇊	!	^	^	*
Body Hardware	⇊	*	⇊	⇊	^	⇈	^	⇈	^	*
Power Equip.	⇈	*	⇈	⇈	!	⇈	^	^	^	*
In-Car Electr.	⇊	*	^	⇈	⇊	⇊	^	!	!	*
Used-Car	!	*	!	^	!	!	⇊	⇊	^	*

Prices

2008	$4,000 - $5,500
2009	$4,500 - $5,900
2010	$5,100 - $7,200
2011	$6,300 - $9,100
2012	$6,900 - $10,400
2013	$7,900 - $11,500
2014	$9,200 - $17,000
2015	$11,500 - $16,900
2016	$12,900 - $19,100
2017	$15,500 - $20,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	⇈/^
2009	Good	⇈/⇈	⇈/^
2010	Good	⇈/⇈	⇈/^
2011	Good	NT	NT
2012	Good	^/!	⇈/^
2013	Good	^/!	⇈/^
2014	Good	^/!	⇈/^
2015	Good	⇈/⇈	⇈/⇈
2016	Good	⇈/⇈	⇈/⇈
2017	Good	⇈/⇈	⇈/⇈

Chrysler 300

The Chrysler 300 offers a choice of two V6 engines or, in 300C trim, a strong 340-hp V8. That generation didn't stand out: styling impeded the view out and made the cabin feel claustrophobic. The 300C accelerated well but drank fuel and handling was unexceptional. We found the ride in the V6 Touring trim to be supple and controlled but the 300C felt stiffer. IIHS side-crash tests without the optional side air bags were poor. A much-improved redesign arrived for 2011, making this car a respectable, large luxury cruiser. A very nice eight-speed automatic was added to the V6 in 2012 and extended to the V8s three years later. The touch-screen infotainment system is one of the best out there.

Redesign/Freshening: 2005, 2011.
Safety Equipment: ABS standard. ESC available, standard from 2011. Head protection air bags available, standard from 2010. Side air bags standard from 2011.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Chrysler 300								
	08	09	10	**11**	12	13	14	15	16	17
Engine, Major	^	*	*	^	⇈	⇈	⇈	⇈	^	*
Engine Minor	^	*	*	⇈	⇈	⇈	!	⇈	⇈	*
Engine Cooling	^	*	*	^	⇈	⇈	⇈	⇈	⇈	*
Trans. Major	⇈	*	*	⇈	⇈	⇈	⇈	⇈	⇈	*
Trans. Minor	⇈	*	*	⇈	⇈	!	⇊	!	⇈	*
Drive System	^	*	*	⇈	⇊	⇊	⇊	!	!	*
Fuel System	^	*	*	⇊	⇈	⇈	^	⇈	⇈	*
Electrical	^	*	*	^	⇈	^	⇈	⇈	⇈	*
Climate Syst.	⇊	*	*	⇊	^	⇊	⇊	⇈	⇈	*
Suspension	⇊	*	*	⇊	^	!	⇈	⇈	⇈	*
Brakes	⇊	*	*	⇈	⇊	!	!	⇊	⇈	*
Exhaust	⇈	*	*	⇈	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	⇊	*	*	⇈	^	^	⇈	⇈	^	*
Noises & Leaks	^	*	*	^	!	⇊	⇈	⇈	⇈	*
Body Hardware	⇊	*	*	⇈	⇈	⇈	⇈	⇈	^	*
Power Equip.	!	*	*	⇊	⇊	⇊	⇊	!	!	*
In-Car Electr.	⇊	*	*	⇊	⇊	⇊	⇊	^	⇈	*
Used-Car	⇊	*	*	!	!	⇊	⇊	!	⇊	*

Prices

2008	$5,200 - $12,700
2009	$5,700 - $14,400
2010	$6,500 - $15,800
2011	$10,400 - $13,800
2012	$11,400 - $23,900
2013	$13,800 - $27,500
2014	$15,400 - $31,700
2015	$16,700 - $24,300
2016	$19,100 - $26,800
2017	$23,800 - $30,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	^/⇈
2009	Good	⇈/⇈	^/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	Good	NT	NT
2012	Good	⇈/^	!/⇈
2013	Good	⇈/^	!/⇈
2014	Good	⇈/^	!/⇈
2015	Good	NT	NT
2016	Good	^/^	^/⇈
2017	Good	^/^	^/⇈

Chrysler Pacifica

The wagon-like Pacifica has a comfortable ride and fairly nimble handling. Power comes from a coarse-sounding and fuel-thirsty 3.5-liter V6 that provides only adequate acceleration. The optional all-wheel-drive system works well for winter driving. The driving position is higher than in most sedans and lower than most SUVs', but a high beltline compromises the feeling of spaciousness and visibility. The interior seats six in three rows. The second row seats just two, so when the third row is folded, this is a four-seat vehicle. Crash-test results are impressive. A five-passenger version arrived for 2005, and the Pacifica received a 4.0-liter V6 for 2007. Chrysler discontinued the Pacifica after the 2008 model. The Pacifica name was resurrected for the new 2017 Town & Country minivan replacement.

Redesign/Freshening: 2004.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Chrysler Pacifica									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*									
Engine Minor	*									
Engine Cooling	*									
Trans. Major	*									
Trans. Minor	*									
Drive System	*									
Fuel System	*									
Electrical	*									
Climate Syst.	*									
Suspension	*									
Brakes	*									
Exhaust	*									
Paint/Trim	*									
Noises & Leaks	*									
Body Hardware	*									
Power Equip.	*									
In-Car Electr.	*									
Used-Car	*									

Prices

2008	$3,700 - $6,400
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-
2016	-
2017	$23,100 - $33,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	/	/

Chrysler PT Cruiser

This tall front-wheel-drive wagon dressed in retro-rod sheet metal had a versatile interior, easy access, and secure, predictable handling. Acceleration was anemic with its naturally aspirated engine, especially with the automatic, but a good deal better with turbocharged versions. A wide turning circle hindered maneuverability, however. The ride was somewhat stiff and the cabin a bit noisy, and fuel economy was never that great. A convertible version was offered from 2005 to 2008, but wind noise was very pronounced. The PT Cruiser was discontinued after the 2010 model year.

Redesign/Freshening: 2001.
Safety Equipment: ABS and side air bags available. ESC not available.
Drive Wheels: Front.

Reliability History

Trouble Spots	Chrysler PT Cruiser									
	08	09	10	11	12	13	14	15	16	17
Engine, Major		*	*							
Engine Minor		*	*							
Engine Cooling		*	*							
Trans. Major		*	*							
Trans. Minor		*	*							
Drive System		*	*							
Fuel System		*	*							
Electrical		*	*							
Climate Syst.		*	*							
Suspension		*	*							
Brakes		*	*							
Exhaust		*	*							
Paint/Trim		*	*							
Noises & Leaks		*	*							
Body Hardware		*	*							
Power Equip.		*	*							
In-Car Electr.		*	*							
Used-Car		*	*							

Prices

2008	$3,200 - $4,100
2009	$3,500 - $4,600
2010	$4,600 - $4,600
2011	-
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Chrysler Town & Country

The Town & Country is an upscale, seven-seat version of the Dodge Grand Caravan. The handy Stow'n Go seating system that debuted in 2005 allows both rear rows to fold flat into the floor. The standard 3.3-liter V6 provided lackluster acceleration and unimpressive fuel economy. The 2008 redesign brought new features, improved safety gear, and a quieter, more comfortable cabin, but handling, braking, fuel economy, and fit and finish still weren't impressive. A 2011 update brought a new 3.6-liter V6 that considerably improved fuel economy, improved handling, and better interior quality. 2016 is the Town & Country's last model year, replaced by the much better minivan Pacifica. It has a 3.6-liter V6 that provides ample power, and the 9-speed automatic is smooth. We got 21 mpg overall. The plug-in hybrid version can go about 30 miles on electricity only.

Redesign/Freshening: 2008, 2011.
Safety Equipment: ABS, ESC, side and head protection air bags standard from 2008.
Drive Wheels: Front.

Reliability History

Trouble Spots	Chrysler Town & Country								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	⬆	⏫	⏬	⬆	⏫	⏫	⏫	⏫	
Engine Minor	⏬	⏬	⬆	⏬	⬆	⏫	⬆	⏫	⏫	
Engine Cooling	●	⏬	⬆	⬆	⏫	⏫	⏫	⏫	⏫	
Trans. Major	●	⏫	⬆	⬆	⏫	⏫	⏫	⏫	⏫	
Trans. Minor	⏬	⏬	●	⬆	⬆	●	●	⏫	⬆	
Drive System	⏬	●	⏬	⬆	⬆	●	⏫	⏫	⏫	
Fuel System	⏬	⏬	●	⏬	⬆	⬆	⏫	⏫	⏫	
Electrical	⬆	⏬	●	●	⏫	⏫	⏫	⏫	⏫	
Climate Syst.	⏬	⏬	⏬	⏬	⏬	⏬	●	⏬	⏫	
Suspension	●	⏬	●	●	●	⬆	⏫	⏫	⏫	
Brakes	⏬	⏬	⏬	⏬	⏬	⏬	⏫	⏫	⏫	
Exhaust	⬆	⬆	⬆	⏫	⏫	⏫	⏫	⏫	⏫	
Paint/Trim	⏬	⏬	●	⬆	⬆	⬆	⬆	⬆	⏫	
Noises & Leaks	⏬	⏬	⏬	⏬	⏬	●	⬆	●	⬆	
Body Hardware	⏬	⏬	⬆	●	⬆	⬆	⏫	⬆	⏫	
Power Equip.	⏬	●	⏬	⏬	⏬	⏬	⏬	●	⬆	
In-Car Electr.	⏬	⏬	●	⏬	●	●	⬆	⬆	⬆	
Used-Car	⏬	⏬	⏬	⏬	⏬	⏬	●	●	●	

Prices

2008	$5,500 - $7,000
2009	$6,000 - $7,800
2010	$7,000 - $9,800
2011	$9,000 - $11,500
2012	$10,100 - $13,500
2013	$12,100 - $15,500
2014	$14,900 - $19,100
2015	$16,100 - $23,400
2016	$18,600 - $26,300
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/⏫	⏫/⬆
2009	Good	⏫/⏫	⏫/⬆
2010	Good	⏫/⏫	⏫/⬆
2011	Good	NT	NT
2012	Good	⬆/⬆	⏫/⏫
2013	Good	⬆/⬆	⏫/⏫
2014	Good	⬆/⬆	⏫/⏫
2015	Good	⬆/⬆	⏫/⏫
2016	Good	⬆/⬆	⏫/⏫
2017	-	-	-

Dodge Avenger

The Avenger name returned in 2008 as a sedan-only twin of the unimpressive Chrysler Sebring. The 3.5-liter V6 was refined, but couldn't mask the car's many flaws. The ride is stiff and unsettled, the interior uses cheap materials, and handling is ungainly. Along with the Chrysler Sebring, the Avenger got an update in 2011 that brought a better ride, a more-powerful V6 engine, and improved interior materials. Still, not much could be done about the basic flaws of this car, and the family-sedan market is crowded by better choices. The Avenger was discontinued after the 2014 model year but lived on in some daily-rental fleets.

Redesign/Freshening: 2008, 2011.
Safety Equipment: ABS, side and head protection air bags standard from 2008. ESC available from, standard from 2012.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Dodge Avenger								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*			
Engine Minor	*	*	*	*	*	*	*			
Engine Cooling	*	*	*	*	*	*	*			
Trans. Major	*	*	*	*	*	*	*			
Trans. Minor	*	*	*	*	*	*	*			
Drive System	*	*	*	*	*	*	*			
Fuel System	*	*	*	*	*	*	*			
Electrical	*	*	*	*	*	*	*			
Climate Syst.	*	*	*	*	*	*	*			
Suspension	*	*	*	*	*	*	*			
Brakes	*	*	*	*	*	*	*			
Exhaust	*	*	*	*	*	*	*			
Paint/Trim	*	*	*	*	*	*	*			
Noises & Leaks	*	*	*	*	*	*	*			
Body Hardware	*	*	*	*	*	*	*			
Power Equip.	*	*	*	*	*	*	*			
In-Car Electr.	*	*	*	*	*	*	*			
Used-Car	*	*	*	*	*	*	*			

Prices

2008	$3,900 - $5,100
2009	$4,600 - $5,600
2010	$5,400 - $6,300
2011	$6,300 - $7,300
2012	$6,900 - $9,500
2013	$8,000 - $10,700
2014	$9,400 - $12,300
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/⏫	⏫/⬆
2009	Good	⏫/⏫	⏫/⬆
2010	Good	⏫/⏫	⏫/⬆
2011	Good	NT	NT
2012	Good	⏫/●	●/⏫
2013	Good	⏫/●	●/⏫
2014	Good	⏫/●	●/⏫
2015	-	-	-
2016	-	-	-
2017	-	-	-

Dodge Caliber

This replacement for the Dodge Neon is a four-door hatchback with a raised seating position similar to a small SUV's. It was ahead of its time in concept, but not in execution. The engine is noisy, and fit and finish is sub par. The ride is sound but unexceptional, and handling is lackluster but ultimately secure. The four-cylinder engines were shared with some Mitsubishi and Hyundai models. Both the 2.0-liter SXT and 2.4-liter AWD R/T we tested lacked punch, and fuel economy wasn't impressive. The AWD model was dropped after 2008. A quick, but crude, 285-hp SRT4 was available through 2009. 2012 was the Caliber's final year.

Redesign/Freshening: 2007.
Safety Equipment: ABS and ESC available, standard from 2012. Head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Dodge Caliber									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*					
Engine Minor	*	*	*	*	*					
Engine Cooling	*	*	*	*	*					
Trans. Major	*	*	*	*	*					
Trans. Minor	*	*	*	*	*					
Drive System	*	*	*	*	*					
Fuel System	*	*	*	*	*					
Electrical	*	*	*	*	*					
Climate Syst.	*	*	*	*	*					
Suspension	*	*	*	*	*					
Brakes	*	*	*	*	*					
Exhaust	*	*	*	*	*					
Paint/Trim	*	*	*	*	*					
Noises & Leaks	*	*	*	*	*					
Body Hardware	*	*	*	*	*					
Power Equip.	*	*	*	*	*					
In-Car Electr.	*	*	*	*	*					
Used-Car	*	*	*	*	*					

Prices

2008	$3,700 - $7,700
2009	$4,000 - $8,900
2010	$4,700 - $5,900
2011	$4,300 - $7,100
2012	$5,500 - $7,300
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	▲▲/▲▲	▲▲/▲▲
2009	Good	▲▲/▲▲	▲▲/▲▲
2010	Good	▲▲/▲▲	▲▲/▲▲
2011	Good	▲/▲	!/▲▲
2012	Good	▲/▲	!/▲▲
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Dodge Challenger

This large retro-look coupe was reborn in 2008, derived from the Chrysler 300/Dodge Charger siblings with styling inspired by the original 1960s muscle car. While superficially resembling its namesake, this is a larger and heavier car that comes up a bit short on sporty credentials. It's very quick in a straight line but handling lacks agility. The brawny 375-hp V8 emits an invigorating growl, and a larger V8 and smaller V6 are also available. It's a fairly comfortable and effortless cruiser. Good controls, decent interior quality and the ability to seat five are pluses. Some tweaks for 2011 made for more responsive cornering with a small sacrifice in ride comfort. Updates in 2015 improved handling, making it more balanced and capable.

Redesign/Freshening: 2008, 2011.
Safety Equipment: ABS, ESC, and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Dodge Challenger									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	▼▼	*	▼	*	*	▲▲	▼▼	*
Engine Minor	*	*	▼	*	▲▲	*	*	▲▲	▲▲	*
Engine Cooling	*	*	▼▼	*	▲▲	*	*	▲▲	▲▲	*
Trans. Major	*	*	▲▲	*	▲▲	*	*	▲▲	▲▲	*
Trans. Minor	*	*	▲▲	*	▲▲	*	*	▲▲	▲	*
Drive System	*	*	▲▲	*	▲	*	*	▼	▲▲	*
Fuel System	*	*	▲▲	*	▲▲	*	*	▲▲	▼▼	*
Electrical	*	*	▼	*	▲	*	*	▲▲	▲▲	*
Climate Syst.	*	*	▼▼	*	▲▲	*	*	▲▲	▲▲	*
Suspension	*	*	▼▼	*	▼▼	*	*	▲▲	▲▲	*
Brakes	*	*	▲	*	▲	*	*	▼	▼▼	*
Exhaust	*	*	▼▼	*	▲▲	*	*	▲▲	▲▲	*
Paint/Trim	*	*	▲▲	*	▲▲	*	*	▲▲	▼▼	*
Noises & Leaks	*	*	▼▼	*	▲	*	*	▲▲	▲▲	*
Body Hardware	*	*	▲	*	▲▲	*	*	▲▲	▼▼	*
Power Equip.	*	*	▼▼	*	▲	*	*	▲▲	▲▲	*
In-Car Electr.	*	*	▼	*	▲▲	*	*	▼▼	▼▼	*
Used-Car	*	*	▼▼	*	▲	*	*	▼	▼▼	*

Prices

2008	$16,500 - $16,500
2009	$10,600 - $18,200
2010	$11,600 - $19,900
2011	$12,800 - $21,700
2012	$13,800 - $23,800
2013	$15,100 - $26,200
2014	$16,900 - $29,200
2015	$18,900 - $45,900
2016	$21,500 - $51,900
2017	$23,800 - $57,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	▲▲/▲▲	▲▲/▲▲
2010	NT	▲▲/▲▲	▲▲/▲▲
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	▲▲/▲▲	▲/▲▲
2014	NT	▲▲/▲▲	▲/▲▲
2015	Good	▲/▲▲	▲▲/▲▲
2016	Good	▲/▲▲	▲▲/▲▲
2017	Good	▲/▲▲	▲▲/▲▲

Dodge Charger

The Charger, a sibling of the Chrysler 300, arrived in 2006. It was available with a 3.5-liter V6 or a 5.7-liter V8, which got only 17 mpg overall in our testing. Suspension architecture relies on Mercedes-Benz hardware but that first version didn't shine in ride or handling. The SRT-8 is a high-performance V8 version. IIHS side crash-test results were poor when tested without the optional curtain air bags. A successful 2011 reworking made the Charger more responsive and comfortable, with a better view out and a nicer interior. A slick eight-speed automatic was added to the V6 in 2012 and the infotainment system is one of the best out there. Exterior and interior updates arrives for 2015, and the ride is comfortable.

Redesign/Freshening: 2006, 2011.
Safety Equipment: ABS standard; ESC available, standard from 2012. Head protection air bags available, standard from 2010. Side air bags standard in 2011.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Dodge Charger								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	▲	▲▲	▲▲	▲▲	▲▲	*
Engine Minor	*	*	*	*	▲▲	▲▲	▲	▲	▲▲	*
Engine Cooling	*	*	*	*	▼	▲	▲▲	▲▲	▲▲	*
Trans. Major	*	*	*	*	▲▲	▼▼	▲	▲	▲▲	*
Trans. Minor	*	*	*	*	▼	▼▼	▲	▲	▲▲	*
Drive System	*	*	*	*	▲▲	!	▲	▼▼	▼	*
Fuel System	*	*	*	*	▲	▲▲	▲▲	▲	▲	*
Electrical	*	*	*	*	▲	▲▲	▲	▲▲	▲▲	*
Climate Syst.	*	*	*	*	▼▼	▼▼	▼	!	▲▲	*
Suspension	*	*	*	*	▲▲	▲▲	!	▲▲	▲▲	*
Brakes	*	*	*	*	▼▼	▼▼	▲▲	▼▼	▲▲	*
Exhaust	*	*	*	*	▲	▲▲	▲▲	▲▲	▲▲	*
Paint/Trim	*	*	*	*	▲	▲	▲	▲▲	▲	*
Noises & Leaks	*	*	*	*	!	!	▲	▲	▲	*
Body Hardware	*	*	*	*	▲	!	▲▲	▲▲	▲▲	*
Power Equip.	*	*	*	*	▲▲	▲	▲	▲	▲▲	*
In-Car Electr.	*	*	*	*	▼▼	▼▼	!	▲	!	*
Used-Car	*	*	*	*	▼	▼▼	!	▼▼	!	*

Prices

2008	$5,300 - $13,100
2009	$5,800 - $14,800
2010	$6,500 - $16,800
2011	$10,000 - $14,400
2012	$11,100 - $23,100
2013	$12,800 - $26,400
2014	$14,900 - $30,100
2015	$17,100 - $46,500
2016	$19,100 - $50,000
2017	$21,400 - $57,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	▲▲/▲▲	▲/▲▲
2009	Good	▲▲/▲▲	▲/▲▲
2010	Good	▲▲/▲▲	▲▲/▲▲
2011	Good	NT	NT
2012	Good	▲▲/▲	▲/▲▲
2013	Good	▲▲/▲	▲/▲▲
2014	Good	▲▲/▲	▲/▲▲
2015	Good	NT	NT
2016	Good	▲/▲	▲/▲▲
2017	Good	▲/▲	▲/▲▲

Dodge Dakota

The Dakota was a mid-sized pickup, larger than compacts like the Ford Ranger but smaller than a full-sized truck. Four-, six-, and eight-cylinder engines were available in the first two generations, but only the thirsty V8s could be considered strong. The ride is jittery and unsettled. It handled relatively well for its era, and available full-time 4WD was a plus. 2000 brought a four-door Quad Cab model and a more modern V8. The 2005 redesign offered only extended-cab versions. A 3.7L V6 was standard but even the 4.7L V8 felt sluggish and drank fuel, and a buoyant ride and unresponsive handling remained. ESC was not available. 2010 was the last year for the Dakota.

Redesign/Freshening: 2005.
Safety Equipment: ABS available, standard from 2009. Head protection air bags available. ESC not available.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Dodge Dakota								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*							
Engine Minor	*	*	*							
Engine Cooling	*	*	*							
Trans. Major	*	*	*							
Trans. Minor	*	*	*							
Drive System	*	*	*							
Fuel System	*	*	*							
Electrical	*	*	*							
Climate Syst.	*	*	*							
Suspension	*	*	*							
Brakes	*	*	*							
Exhaust	*	*	*							
Paint/Trim	*	*	*							
Noises & Leaks	*	*	*							
Body Hardware	*	*	*							
Power Equip.	*	*	*							
In-Car Electr.	*	*	*							
Used-Car	*	*	*							

Prices

2008	$5,800 - $11,700
2009	$6,700 - $12,200
2010	$8,400 - $14,400
2011	-
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	▲▲/▲▲	▲▲/▲▲
2009	Good	▲▲/▲▲	▲▲/▲▲
2010	Good	▲▲/▲▲	▲▲/▲▲
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Dodge Dart

Dodge's first decent small car in decades debuted for 2013 but still fell short in the execution. The 1.4-liter turbo has enough power but sounds thrashy, and the optional automated manual transmission is unrefined and stumbles at low speeds. The base 2.0-liter has a better six-speed automatic transmission, but it still feels underpowered. A 2.4-liter four-cylinder became the primary engine choice starting in 2014. It has more power, but falls short in fuel economy. Handling is taut and agile, and the ride is composed. Inside, the cabin is roomy up front but the rear seat is tight, and the front seats aren't very comfortable. The Uconnect touchscreen infotainment system is one of the best on the market. The Dart was dropped after 2016.

Redesign/Freshening: 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Dodge Dart								
	08	09	10	11	12	**13**	14	15	16	17
Engine, Major						↓	↑	*	*	
Engine Minor						↓	↑	*	*	
Engine Cooling						↑	↑↑	*	*	
Trans. Major						↓↓	↑↑	*	*	
Trans. Minor						↓↓	↑↑	*	*	
Drive System						↓	↑↑	*	*	
Fuel System						↓	↑↑	*	*	
Electrical						↑	↑↑	*	*	
Climate Syst.						↑↑	↓↓	*	*	
Suspension						↓↓	↓↓	*	*	
Brakes						↓↓	↑	*	*	
Exhaust						↑↑	↑↑	*	*	
Paint/Trim						↓↓	↑↑	*	*	
Noises & Leaks						↓	↑	*	*	
Body Hardware						↑	↑	*	*	
Power Equip.						↓↓	↓	*	*	
In-Car Electr.						↓↓	↓↓	*	*	
Used-Car						↓↓	↓↓	*	*	

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	$6,600 - $9,500
2014	$8,100 - $12,200
2015	$9,300 - $13,400
2016	$11,200 - $15,200
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	Good	↑↑/↑	↑↑/↑↑
2014	Good	↑↑/↑	↑↑/↑↑
2015	Good	↑↑/↑	↑↑/↑↑
2016	Good	↑↑/↑	↑↑/↑↑
2017	-	-	-

Dodge Durango

A 2004 redesign made the three-row Durango larger and nicer to drive than its predecessor and its 340-hp 5.7-liter Hemi V8 provided quick if noisy acceleration. Handling was clumsy but ultimately secure and the ride was compliant. The 2011 redesign transformed the Durango into a different animal: a quiet, spacious, comfortable SUV akin to the reborn Jeep Grand Cherokee but a smidgen larger. It has a roomy third-row seat and strong V6 and V8 engines, both with impressive towing capacity. Handling is surprisingly good for this big SUV. In 2014, an improved infotainment system arrived along with a new eight-speed automatic, which improved fuel economy and performance with both engines. Visibility is limited, but a rear-view camera is available.

Redesign/Freshening: 2004, 2011, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; AWD; Rear.

Reliability History

Trouble Spots	Dodge Durango								
	08	09	10	**11**	12	13	**14**	15	16	17
Engine, Major	↑↑		*	↑	↓	↑↑	↑↑	↑↑	↑↑	↑↑
Engine Minor	↑		*	↓↓	↓	↑↑	↑	↑↑	↑↑	↑↑
Engine Cooling	↑↑		*	!	!	↑↑	↑	↑↑	↑↑	↑↑
Trans. Major	↑		*	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Trans. Minor	↑		*	↑	↓	↑	↑	↑↑	!	↑
Drive System	↑		*	!	↓↓	↓↓	↑↑	↑	↑↑	↑↑
Fuel System	!		*	↑	↑	↓↓	!	↑	↑↑	↑↑
Electrical	↑↑		*	↑↑	↑	↑	↑↑	↑↑	↑↑	↑↑
Climate Syst.	↓		*	↓↓	!	↓↓	↑	↑	↑↑	↓↓
Suspension	↓↓		*	!	↓↓	↑↑	↑	↑	↑↑	↑↑
Brakes	↓↓		*	↓↓	↓↓	!	↑↑	↑↑	↓↓	↑↑
Exhaust	↓		*	↑↑	↑	↑↑	↑↑	↑↑	↑↑	↑↑
Paint/Trim	↓		*	↑↑	!	!	↑	↑	↑↑	↑↑
Noises & Leaks	!		*	↓↓	↓↓	!	↑	↑	↑↑	!
Body Hardware	!		*	↑	↑↑	↑↑	↑	↑	↑↑	↑↑
Power Equip.	↑		*	↓↓	↓	↓↓	↓	!	↑	↑↑
In-Car Electr.	↓↓		*	↓↓	↓↓	!	↓	↓↓	!	↓↓
Used-Car	!		*	↓↓	↓↓	↓↓	!	!	↓↓	↓

Prices

2008	$5,800 - $8,100
2009	$6,400 - $10,000
2010	-
2011	$12,200 - $18,500
2012	$13,900 - $20,500
2013	$16,000 - $24,600
2014	$19,400 - $28,900
2015	$22,600 - $32,500
2016	$24,600 - $35,200
2017	$26,000 - $37,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	↑↑/↑↑	NT
2009	NT	↑↑/↑↑	NT
2010	-	-	-
2011	Good	NT	NT
2012	Good	↑/!	↑↑/↑↑
2013	Good	↑/!	↑↑/↑↑
2014	Good	↑/↑↑	↑↑/↑↑
2015	Good	↑/↑↑	↑↑/↑↑
2016	Good	↑/↑↑	↑↑/↑↑
2017	Good	↑/↑↑	↑↑/↑↑

Dodge Grand Caravan

The Caravan and extended-length Grand Caravan have some good points but have been mediocre competitors for years. Expect a quiet ride and OK handling. The Stow-'N-Go seating system that debuted in Grand Caravans for 2005 allow both rear rows to fold flat into the floor. The standard 3.3-liter V6 provided lackluster acceleration and unimpressive fuel economy. A stronger 3.8-liter V6 was also available. A 2008 redesign brought new features and improved safety, but handling, braking, fuel economy, and fit and finish still fell short. A major reworking for 2011 improved the ride and brought a nicer interior but still failed to measure up to the class-leading Honda Odyssey and Toyota Sienna.

Redesign/Freshening: 2008, 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard from 2008.
Drive Wheels: Front.

Reliability History

Trouble Spots	Dodge Grand Caravan									
	08	09	10	11	12	13	14	15	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

Prices

2008	$4,500 - $5,700
2009	$5,300 - $6,300
2010	$5,700 - $6,900
2011	$6,400 - $10,200
2012	$8,300 - $12,000
2013	$10,200 - $13,400
2014	$12,600 - $14,400
2015	$14,100 - $17,400
2016	$16,100 - $18,500
2017	$19,000 - $23,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	NT	NT
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Dodge Journey

The Journey, Dodge's first car-based SUV, used the Chrysler Sebring/Dodge Avenger platform. It is a fairly compact vehicle that offers a tiny third-row seat. A noisy 2.4-liter engine is standard, but the punchier and more refined 3.5-liter V6 engine was a better choice. Our tested V6 returned just 16 mpg overall, however. The ride is a bit unsettled and handling lacks agility, but is ultimately secure. Storage bins under the front-passenger seat cushion and in the second row floor are handy. Some had integrated child booster seats. The 2011 reworking brought a much nicer interior and a better V6 but lack of agility and still-mediocre fuel economy keep it far out of the top ranks.

Redesign/Freshening: 2009, 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Dodge Journey									
	08	09	10	11	12	13	14	15	16	17
Engine, Major		*	*							*
Engine Minor		*	*							*
Engine Cooling		*	*							*
Trans. Major		*	*							*
Trans. Minor		*	*							*
Drive System		*	*							*
Fuel System		*	*							*
Electrical		*	*							*
Climate Syst.		*	*							*
Suspension		*	*							*
Brakes		*	*							*
Exhaust		*	*							*
Paint/Trim		*	*							*
Noises & Leaks		*	*							*
Body Hardware		*	*							*
Power Equip.		*	*							*
In-Car Electr.		*	*							*
Used-Car		*	*							*

Prices

2008	-
2009	$5,100 - $7,800
2010	$6,100 - $9,500
2011	$6,800 - $12,100
2012	$8,500 - $13,600
2013	$10,000 - $14,800
2014	$11,900 - $17,300
2015	$13,200 - $19,300
2016	$15,300 - $21,500
2017	$17,500 - $23,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	Good	/	/
2010	Good	/	/
2011	Good	NT	NT
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	NT
2016	Good	/	/
2017	Good	/	/

Dodge Nitro

The Nitro was based on the Jeep Liberty and used the same 210-hp, 3.7-liter V6 engine. The R/T version features a 260-hp, 4.0-liter V6 and a firmer suspension. Pronounced body lean and vague steering detract from agility. The cabin is noisy, the ride is stiff and snappy, and the front end can become buoyant on the highway. The foot wells are extremely narrow. 4WD models have a part-time system that lacks a low range. One nice feature is an optional sliding cargo floor that extends 18 inches rearward and is rated to hold 400 pounds. But overall the Nitro has little going for it. 2011 was the Nitro's last model year.

Redesign/Freshening: 2007.
Safety Equipment: ABS, ESC, and head protection air bags standard.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Dodge Nitro									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*						
Engine Minor	*	*	*	*						
Engine Cooling	*	*	*	*						
Trans. Major	*	*	*	*						
Trans. Minor	*	*	*	*						
Drive System	*	*	*	*						
Fuel System	*	*	*	*						
Electrical	*	*	*	*						
Climate Syst.	*	*	*	*						
Suspension	*	*	*	*						
Brakes	*	*	*	*						
Exhaust	*	*	*	*						
Paint/Trim	*	*	*	*						
Noises & Leaks	*	*	*	*						
Body Hardware	*	*	*	*						
Power Equip.	*	*	*	*						
In-Car Electr.	*	*	*	*						
Used-Car	*	*	*	*						

Prices

2008	$5,700 - $8,400
2009	$6,400 - $9,700
2010	$7,300 - $9,200
2011	$7,600 - $12,500
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	↑↑/↑↑	↑↑/↑↑
2009	Good	↑↑/↑↑	↑↑/↑↑
2010	Good	↑↑/↑↑	↑↑/↑↑
2011	Good	NT	NT
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Dodge, Ram 1500

The Ram's cabin is roomy and the cargo bed voluminous, but until 2009 its ponderous handling, poor fuel economy, and subpar braking performance limited this big pickup's appeal. Engines include a hopelessly overmatched V6, an inline-six turbodiesel, two V8s, and a powerful V10. The popular 4.7-liter V8 is weak and thirsty. A powerful 5.7-liter Hemi V8 arrived in 2003. A cylinder cutoff system and a longer-cab four-door debuted in 2006. Our tested 2007 model had a better ride than previous models. The 2009 redesign brought better ride and handling. The 2013 Ram was freshened with a smooth, effortless 5.7-liter V8 paired to a slick eight-speed automatic. It transformed the driving experience and is perhaps the current most civilized full-sized pickup.

Redesign/Freshening: 2009, 2013.
Safety Equipment: ABS, ESC, and head protection air bags available, standard from 2009.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Dodge, Ram 1500									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	↑↑	!	↑	↑	↑↑	↑↑	↑↑	↑	↑↑	↑↑
Engine Minor	↑	↑	!	↑	↑↑	↑↑	↑	↑	↑↑	↑↑
Engine Cooling	↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Trans. Major	!	↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Trans. Minor	↓↓	↑	↑	↑	↑	↑	↑	↑↑	↑	↑↑
Drive System	↓↓	↓↓	↑	↑↑	↑	↑	↑	↑↑	↑↑	↑↑
Fuel System	!	↑	↑	↓	↑↑	↑	!	!	↑↑	↑↑
Electrical	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Climate Syst.	↑	↓↓	!	↑	!	↑	↑	↑	↑↑	↑↑
Suspension	!	!	↑	↑↑	↑↑	!	↑↑	↑↑	↑↑	↑↑
Brakes	↓	!	!	↓	↑	↑	↑↑	↑↑	↑↑	↑↑
Exhaust	↓	!	↓↓	↑	↑↑	↑	↑↑	↑↑	↑↑	↑↑
Paint/Trim	↓↓	↓↓	↓	↑↑	↑	↑	!	↑	!	↑↑
Noises & Leaks	↑	↑	!	↓↓	↑	!	!	↑↑	!	↑↑
Body Hardware	↑	↓↓	!	↑↑	↑↑	↑↑	↑↑	↑↑	!	↑↑
Power Equip.	↑↑	!	!	↓↓	↓	↓↓	↓↓	↓	↑	↑↑
In-Car Electr.	!	!	↓	↑	!	↓↓	↓↓	!	↑	↑↑
Used-Car	!	↓	!	!	↑	!	↓↓	↓↓	!	↑↑

Prices

2008	$7,400 - $17,000
2009	$8,500 - $17,500
2010	$9,600 - $20,100
2011	$11,100 - $21,600
2012	$12,200 - $24,000
2013	$14,300 - $27,600
2014	$14,100 - $31,700
2015	$15,200 - $34,300
2016	$18,000 - $37,800
2017	$20,000 - $41,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	↑↑/↑↑	NT
2009	Good	↑↑/↑↑	NT
2010	Good	↑↑/↑↑	NT
2011	Good	!/↓	↑↑/↑↑
2012	Good	↑/↑	↑↑/↑↑
2013	Good	↑/↑	↑↑/↑↑
2014	Good	↑/↑	↑↑/↑↑
2015	Good	↑/↑	↑↑/↑↑
2016	Good	↑/↑	↑↑/↑↑
2017	Good	↑/↑	↑↑/↑↑

Fiat 500

The retro-styled 500 has agile handling, a willing engine, and a crisp-shifting manual transmission, which all combine to make the Fiat fun to drive. The little 101-hp, 1.4-liter four-cylinder and five-speed manual returned 33 mpg overall, but it takes frequent downshifts to keep up on the highway. Zippy around town and easy to park, this two-door suffers from a choppy ride and a noisy cabin, which detract from the fun. The rear seats are very tight and difficult to access. Front-seat headroom is copious, but the cabin is narrow and some may find the steering wheel too far away. The convertible version has a clever sunroof feature. The sporty Abarth version is quick and fun to drive, but the throaty exhaust note can grow wearisome over time. The 500 scored a Poor in the IIHS smal-overlap crash test.

Redesign/Freshening: 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Fiat 500								
	08	09	10	11	**12**	13	14	15	16	17
Engine, Major									*	*
Engine Minor									*	*
Engine Cooling									*	*
Trans. Major									*	*
Trans. Minor									*	*
Drive System									*	*
Fuel System									*	*
Electrical									*	*
Climate Syst.									*	*
Suspension									*	*
Brakes									*	*
Exhaust									*	*
Paint/Trim									*	*
Noises & Leaks									*	*
Body Hardware									*	*
Power Equip.									*	*
In-Car Electr.									*	*
Used-Car									*	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	$5,000 - $8,600
2013	$6,100 - $10,500
2014	$7,200 - $11,900
2015	$8,700 - $14,100
2016	$9,900 - $15,400
2017	$12,000 - $18,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Fiat 500L

More than an overgrown 500, the 500L is let down by a jerky sequential automatic, stiff ride, flat seats, and odd driving position. Around town, the 500L feels sluggish and hesitant, but that improves if you choose the new conventional automatic. We like the 500L's easy access, commodious interior, and spacious backseat. A tiny five-inch screen is used to access the simple UConnect system. The car responds eagerly in turns and handles securely at its limits. But the driving position is odd, with a bus-like steering-wheel rake and far-off, four-pillar windshield. The 500L scored a Poor in the IIHS small-overlap crash test.

Redesign/Freshening: 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Fiat 500L								
	08	09	10	11	12	13	**14**	15	16	17
Engine, Major								*	*	*
Engine Minor								*	*	*
Engine Cooling								*	*	*
Trans. Major								*	*	*
Trans. Minor								*	*	*
Drive System								*	*	*
Fuel System								*	*	*
Electrical								*	*	*
Climate Syst.								*	*	*
Suspension								*	*	*
Brakes								*	*	*
Exhaust								*	*	*
Paint/Trim								*	*	*
Noises & Leaks								*	*	*
Body Hardware								*	*	*
Power Equip.								*	*	*
In-Car Electr.								*	*	*
Used-Car								*	*	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	$7,700 - $10,600
2015	$10,400 - $12,900
2016	$12,000 - $14,700
2017	$15,500 - $17,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Ford C-MAX

Based on the Focus, the five-passenger C-Max hybrid is clever, well finished, and practical. In testing we found it rides well and handles with agility, and we got an excellent 37 mpg overall. The regenerative braking system helps fuel economy but makes the pedal feel touchy. The 2.0-liter four-cylinder engine and electric motor deliver adequate acceleration and seamless transitions, and the C-Max can cruise in full-electric mode below 62 mph. The Energi version is a plug-in hybrid that can travel on electric power alone for about 18 miles. The MyFord Touch infotainment system can be quite frustrating to use, but it was replaced by the much better Sync 3 system in 2016. Cargo space is compromised by the large battery pack in the rear of the C-Max.

Redesign/Freshening: 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Ford C-MAX								
	08	09	10	11	12	13	14	15	16	17
Engine, Major						⇈	⇈	⇈	⇈	*
Engine Minor						⇈	↑	⇈	⇈	*
Engine Cooling						⇈	⇈	⇈	⇈	*
Trans. Major						↑	⇈	⇈	⇈	*
Trans. Minor						⇈	⇈	⇈	⇈	*
Drive System						!	↑	⇈	⇈	*
Fuel System						⇈	⇈	⇈	⇈	*
Electrical						⇈	↑	⇈	↑	*
Climate Syst.						⇈	↑	⇈	⇈	*
Suspension						⇈	⇈	⇈	⇈	*
Brakes						↑	⇈	⇈	⇈	*
Exhaust						⇈	⇈	⇈	⇈	*
Paint/Trim						⇈	↑	↑	⇈	*
Noises & Leaks						↑	↑	⇈	!	*
Body Hardware						!	↑	⇈	⇈	*
Power Equip.						⇊	↓	!	↑	*
In-Car Electr.						⇊	⇊	↓	↓	*
Used-Car						!	!	↑	↑	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	$9,300 - $11,200
2014	$11,000 - $13,100
2015	$12,700 - $14,900
2016	$16,200 - $17,100
2017	$16,700 - $18,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	Good	↑/↑	⇈/⇈
2014	Good	↑/↑	⇈/⇈
2015	Good	↑/↑	⇈/⇈
2016	Good	↑/↑	⇈/⇈
2017	Good	↑/↑	⇈/⇈

Ford Crown Victoria

The Crown Victoria, long a mainstay of taxi and police fleets, is a big, old-fashioned cruiser with rear-wheel drive, six seats, and a huge trunk. The strong, if thrashy, 4.6-liter V8 provides good acceleration. The ride is absorbent but jiggly. An available performance-and-handling package provided improved handling and ride control. Despite the car's size, the rear seats had surprisingly skimpy leg room. 2003 brought a revised suspension and steering system. Handling, though, still felt ungainly. Crash-test results were impressive, but curtain airbags and electronic stability control were never available. 2008 was the last year for consumer sales. After that it was sold only to fleets.

Redesign/Freshening: 1998.
Safety Equipment: ABS standard. Side air bags available. ESC not available.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Ford Crown Victoria								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	↑	*	*							
Engine Minor	↑	*	*							
Engine Cooling	↑	*	*							
Trans. Major	⇈	*	*							
Trans. Minor	⇈	*	*							
Drive System	⇈	*	*							
Fuel System	⇈	*	*							
Electrical	↑	*	*							
Climate Syst.	⇊	*	*							
Suspension	⇈	*	*							
Brakes	⇈	*	*							
Exhaust	!	*	*							
Paint/Trim	⇊	*	*							
Noises & Leaks	!	*	*							
Body Hardware	↑	*	*							
Power Equip.	!	*	*							
In-Car Electr.	!	*	*							
Used-Car	!	*	*							

Prices

2008	$3,800 - $4,900
2009	$4,200 - $5,200
2010	$5,500 - $5,500
2011	-
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	⇈/⇈
2009	Good	⇈/⇈	⇈/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

WORSE BETTER

Ford Edge

The Edge arrived for 2007 with a 3.5-liter V6 mated to a six-speed automatic, and either front or all-wheel drive. The ride was good, and the powertrain was quite strong but lacked refinement. Handling wasn't very agile and interior fit and finish was unimpressive. A 2011 update brought a nicer interior, suspension updates, and revised powertrains. A turbo four-cylinder in FWD models proved lively and returned 21 mpg. An optional 3.7-liter V6 was as fuel efficient but stronger than the standard V6. Our major beef was the distracting MyFord Touch control interface, which was replaced by the much better Sync 3 system in 2016. The 2015 redesign is a much better all-around SUV. The ride is comfortable and steady, and handling is confidence-inspiring. The turbo four-cylinders are more pleasant than the V6.

Redesign/Freshening: 2007, 2011, 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Ford Edge									
	08	09	10	**11**	12	13	14	**15**	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$6,500 - $9,700
2009	$6,900 - $12,100
2010	$7,600 - $12,600
2011	$8,800 - $14,900
2012	$10,100 - $17,400
2013	$11,900 - $20,800
2014	$14,000 - $23,900
2015	$17,700 - $27,400
2016	$19,200 - $29,900
2017	$21,300 - $29,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Ford Escape

Don't consider a pre-2008 Escape, because of a tip-up in the government rollover test. Electronic stability control arrived on non-hybrids in 2008 and all versions in 2009, rectifying the problem. Interior fit and finish was unimpressive and the cabin is noisy. The hybrid got 26 mpg overall. The 2013 redesign brought agile and sporty handling and a composed ride, but also comes with the distracting MyFord Touch control interface. The interior is roomy enough, but the driver's footwell is very narrow. Look for a version with leather seats, which offer more support than the mediocre cloth ones. It's one of the quietest small SUVs and is fun to drive. The rear seat is a bit low. Look for one with the 2.0-liter turbo if you want more power and its 3,500-pound towing capacity, although fuel economy isn't stellar.

Redesign/Freshening: 2008, 2013.
Safety Equipment: ABS standard. Side and head protection air bags available, standard from 2008. ESC available, standard from 2009.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Ford Escape									
	08	09	10	11	12	**13**	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$5,100 - $6,500
2009	$5,800 - $7,400
2010	$6,400 - $8,600
2011	$7,100 - $11,200
2012	$8,800 - $14,000
2013	$11,100 - $15,400
2014	$12,600 - $17,200
2015	$13,600 - $19,400
2016	$14,800 - $21,800
2017	$19,000 - $24,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Accept.	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Ford Expedition

This full-sized, seven-passenger SUV is based on the Ford F-150 pickup truck. The redesigned 2003 model brought a lower floor for easier access and loading. It has a spacious and comfortable, if somewhat dated looking, interior. Both rows of rear seats are comfortable and spacious for three adults, a rarity in any SUV. The ride is steady and composed, and the Expedition feels relatively nimble for such a heavy vehicle. The 5,900-pound curb weight results in leisurely acceleration, and abysmal fuel economy in pre-2015 models with the 5.4-liter V8, but towing capacity is impressive. 2015 saw the introduction of a 3.5-liter twin-turbocharged V6 to replace the V8.

Redesign/Freshening: 2007, 2015, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; AWD; Rear.

Reliability History

Trouble Spots	Ford Expedition								
	08	09	10	11	12	13	14	**15**	16	17
Engine, Major	!	*	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Engine Minor	↑	*	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Engine Cooling	⇈	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	*	↑	⇊	↓	⇈	⇈	⇈	⇈	⇈
Drive System	↓	*	↑	!	⇈	↑	⇈	⇈	⇈	⇈
Fuel System	⇈	*	⇊	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇊	*	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Climate Syst.	⇊	*	⇊	⇊	↓	↓	⇈	⇈	⇈	⇈
Suspension	⇈	*	↑	!	⇊	↓	↑	!	⇈	↑
Brakes	↑	*	⇊	!	⇊	!	⇊	↑	⇈	⇈
Exhaust	↑	*	!	⇈	↑	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇊	*	⇊	⇊	⇊	!	!	!	↑	⇈
Noises & Leaks	↑	*	⇊	!	⇈	↑	!	↑	↑	⇈
Body Hardware	⇊	*	⇊	⇊	⇊	!	↑	↑	⇈	⇈
Power Equip.	!	*	↑	↓	!	!	⇊	↑	⇈	⇈
In-Car Electr.	!	*	↑	↑	↑	↓	↓	⇊	!	↑
Used-Car	↓	*	↓	↓	!	⇊	!	!	⇈	⇈

Prices

2008	$8,100 - $11,800
2009	$9,300 - $15,300
2010	$10,500 - $17,200
2011	$9,900 - $18,200
2012	$11,000 - $21,400
2013	$19,300 - $28,100
2014	$21,900 - $33,100
2015	$24,000 - $41,400
2016	$25,300 - $44,300
2017	$31,800 - $47,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⇈/⇈	⇈/⇈
2009	NT	⇈/⇈	⇈/⇈
2010	NT	⇈/⇈	⇈/⇈
2011	NT	NT	NT
2012	NT	!/↑	⇈/⇈
2013	NT	!/↑	⇈/⇈
2014	NT	!/↑	⇈/⇈
2015	NT	⇈/⇈	⇈/⇈
2016	NT	⇈/⇈	⇈/⇈
2017	NT	⇈/⇈	⇈/⇈

Ford Explorer

The Explorer was redesigned for 2006, bringing revised interior and exterior styling, but also some minor control design frustrations. While the ride and handling were better than the older, truck-like Explorers, this SUV wasn't particularly agile and the ride remained stiff. For 2011 the Explorer adopted a car-based platform, resulting in a steady, absorbent ride and versatile, well-finished interior. Handling is secure but not agile. The optional MyFord Touch control interface is distracting to use. The standard engine is a punchy 290-hp V6; turbocharged four-and six-cylinder engines are optional.

Redesign/Freshening: 2006, 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; AWD; Front; Rear.

Reliability History

Trouble Spots	Ford Explorer								
	08	09	10	**11**	12	13	14	15	16	17
Engine, Major	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	!	↑	⇈	⇈	!	⇈	⇈	⇈	↑	⇈
Engine Cooling	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇊	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇊	!	↓	↑	↑	↑	⇈	⇈	⇈	⇈
Drive System	⇊	↓	⇊	⇈	⇊	↑	↑	⇈	!	⇈
Fuel System	!	⇈	!	↑	↑	↑	⇈	⇈	↑	⇈
Electrical	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈
Climate Syst.	!	↓	⇊	⇊	!	!	↓	↑	⇈	⇈
Suspension	!	↓	!	⇊	⇊	!	!	↑	⇈	⇈
Brakes	!	⇊	!	⇊	⇊	⇊	↑	↑	⇈	⇈
Exhaust	!	!	⇈	⇈	⇈	⇈	↑	↑	⇈	⇈
Paint/Trim	↑	⇈	↑	⇊	⇊	⇊	↑	↑	⇈	⇈
Noises & Leaks	↑	↓	↓	⇊	⇊	↓	↑	↑	↑	⇈
Body Hardware	⇈	!	⇈	↑	⇈	!	⇈	⇈	↑	⇈
Power Equip.	↑	!	↑	↓	⇊	!	!	↑	!	⇈
In-Car Electr.	⇈	⇈	!	⇊	⇊	⇊	↓	↑	⇊	!
Used-Car	↓	!	↓	↓	⇊	↓	!	!	⇊	↑

Prices

2008	$6,200 - $8,300
2009	$7,000 - $11,200
2010	$7,600 - $11,900
2011	$11,400 - $16,300
2012	$13,200 - $18,300
2013	$14,100 - $22,500
2014	$16,400 - $27,000
2015	$19,600 - $30,300
2016	$22,200 - $38,100
2017	$29,100 - $37,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	⇈/⇈
2009	Good	⇈/⇈	⇈/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	Good	NT	NT
2012	Good	↑/↑	⇈/⇈
2013	Good	↑/⇈	⇈/⇈
2014	Good	↑/⇈	⇈/⇈
2015	Good	↑/⇈	⇈/⇈
2016	Good	↑/⇈	⇈/⇈
2017	Good	↑/⇈	⇈/⇈

WORSE — BETTER

Ford Explorer Sport Trac

Based on the Explorer, the Sport Trac was a four-door pickup with a five-passenger cabin and a small cargo bed. Handling was secure and relatively responsive, but the ride was stiff, choppy, and uncomfortable. Its 4.0-liter V6 provided adequate acceleration. The cargo box is relatively short, but an optional bed extender stretched the usable load floor to the end of the tailgate. A power rear window was a nice touch. The pre-2007 2WD model tipped up in a government rollover test. The 2007 redesign brought standard ESC and independent rear suspension, but only modest improvements to the ride and handling. 2010 was the final year.

Redesign/Freshening: 2001, 2007.
Safety Equipment: ABS, ESC, and side air bag standard. Head protection air bags available, standard from 2008.
Drive Wheels: 4WD; AWD; Rear.

Reliability History

Trouble Spots	Ford Explorer Sport Trac								
	08	09	10	11	12	13	14	15	16	17
Engine, Major		*								
Engine Minor		*								
Engine Cooling		*								
Trans. Major		*								
Trans. Minor		*								
Drive System		*								
Fuel System		*								
Electrical		*								
Climate Syst.		*								
Suspension		*								
Brakes		*								
Exhaust		*								
Paint/Trim		*								
Noises & Leaks		*								
Body Hardware		*								
Power Equip.		*								
In-Car Electr.		*								
Used-Car		*								

Prices

2008	$9,900 - $13,900
2009	$11,300 - $16,600
2010	$12,000 - $18,500
2011	-
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Ford F-150

The F-150 is Ford's bread-and-butter full-sized pickup. 2004 brought a redesigned F-150 that featured improvements to the ride and handling and better noise isolation. Crash-test results improved significantly. But braking performance was just adequate in our tests, and the powertrain wasn't very smooth. The old design continued in 2004 as the Heritage. Freshened in 2009, the F-150 gained standard ESC and a six-speed automatic transmission. Handling was secure and braking performance vastly improved. 2011 brought new engines (two V6s and two V8s), some steering improvement, and minor interior upgrades. A redesigned F-150 arrived for 2015, with an aluminum body that saved 700 pounds for better fuel economy.

Redesign/Freshening: 2004, 2009, 2015.
Safety Equipment: ABS standard. ESC, side and head protection air bags standard from 2009.
Drive Wheels: 4WD; AWD; Rear.

Reliability History

Trouble Spots	Ford F-150								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$7,300 - $16,900
2009	$8,400 - $18,600
2010	$9,400 - $25,700
2011	$10,100 - $30,900
2012	$11,700 - $34,500
2013	$13,300 - $39,100
2014	$14,900 - $43,600
2015	$18,500 - $40,200
2016	$20,600 - $48,000
2017	$29,900 - $48,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	/	NT
2009	Good	/	/
2010	Good	/	/
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Ford Fiesta

The subcompact Fiesta is about the size of a Honda Fit on the outside, but much less spacious inside. It's offered in sedan and four-door hatchback bodystyles, and it drives nicely, with agile handling and a supple, controlled ride. Wind, road, and engine noise are well suppressed. Interior fit and finish and equipment level are impressive for a vehicle in this class, with soft-touch dash materials and optional features like the MyFord Touch multimedia system. However, the rear seat is extremely cramped. The automatic is a six-speed automated manual. In our tests the Fiesta feels slow, but fuel economy is excellent. The sporty ST version is a blast to drive with its turbo four-cylinder and manual transmission. The manual-only turbo three-cylinder SFE version is aimed at maximizing fuel economy.

Redesign/Freshening: 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Ford Fiesta								
	08	09	10	**11**	12	13	14	15	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

Prices

2008	-
2009	-
2010	-
2011	$4,900 - $5,900
2012	$5,300 - $6,400
2013	$5,900 - $8,200
2014	$6,600 - $13,700
2015	$7,700 - $15,000
2016	$8,900 - $16,600
2017	$10,100 - $18,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	Good		
2012	Good		
2013	Good		
2014	Good		
2015	Good		
2016	Good		
2017	Good		

Ford Flex

Based on the Taurus platform, the Flex SUV combines minivan-like versatility with almost car-like driving dynamics. The vast cabin seats seven adults comfortably. The second-row seats are about the most spacious you'll find, and rear-seat sunroofs let in lots of light. The standard 3.5-liter V6 mated to a six-speed automatic transmission isn't the most refined powertrain, but it pulls well and gets 17 mpg overall. The optional EcoBoost V6 delivers effortless power and the same fuel economy. The ride is comfortable and quiet, and the Flex has very good fit and finish. Among our gripes is that the driver's foot well is a little cramped from the left, the MyFord Touch control interface is complicated and distracting, and the cockpit feels narrow.

Redesign/Freshening: 2009, 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Ford Flex								
	08	**09**	10	11	12	**13**	14	15	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

Prices

2008	-
2009	$8,100 - $9,700
2010	$9,200 - $11,500
2011	$9,500 - $14,500
2012	$11,000 - $16,800
2013	$12,600 - $19,300
2014	$16,100 - $24,600
2015	$17,800 - $27,500
2016	$20,900 - $31,100
2017	$22,300 - $32,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	Good		
2010	Good		
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

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Ford Focus

Without its optional side air bags, the Focus received a Poor in the IIHS side-crash test in 2005. Following a 2008 freshening, handling wasn't as crisp, interior quality was not as good, and the cabin was noisier than the original. The redesign in 2012 brought sportier handling and a nicer interior in both four-door sedan and hatchback body styles. It's a solid, substantial car that's fun to drive thanks to its agile handling and supple, controlled ride. The cabin is quiet, with good-quality materials, although the driving position is narrow compared with newer competitors. However, the automatic transmission is not smooth and has been a source of problems, and the MyFord Touch infotainment system is also problematic.

Redesign/Freshening: 2000, 2012.
Safety Equipment: ABS and side and head protection air bags standard from 2008. ESC available, standard from 2010.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Ford Focus									
	08	09	10	11	**12**	13	14	15	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

Prices

2008	$3,600 - $4,700
2009	$3,900 - $5,700
2010	$4,300 - $6,100
2011	$5,200 - $6,500
2012	$5,700 - $8,900
2013	$6,800 - $14,500
2014	$7,900 - $16,000
2015	$9,000 - $17,400
2016	$10,900 - $18,000
2017	$12,000 - $19,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	NT	NT
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Ford Fusion

The midsized Fusion has a firm and controlled ride, and alert and responsive handling. The turning circle, however, is wide. The optional leather seats offer better support than the standard cloth seats. The noisy 2.3-liter, four-cylinder engine delivered adequate performance and 23 mpg overall. The 3.0-liter V6 offers more zip, go 20 mpg, and uses a smooth six-speed automatic, while the Hybrid version got 34 mpg overall in our tests. A 2013 redesign brought turbo and non-turbo four-cylinder engines and a more solid and upscale feel, with a supple ride, a quiet cabin, and handling rivaling a European sports sedan. We would opt for cars with the leather seats since they are more supportive than the cloth ones.

Redesign/Freshening: 2006, 2010, 2013.
Safety Equipment: ABS available, standard from 2009. ESC available, standard from 2010. Side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Ford Fusion									
	08	09	**10**	11	12	**13**	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$4,200 - $5,700
2009	$4,900 - $6,200
2010	$5,700 - $7,900
2011	$6,500 - $9,200
2012	$7,200 - $10,700
2013	$9,500 - $14,300
2014	$10,600 - $16,300
2015	$12,100 - $18,600
2016	$13,500 - $20,900
2017	$15,000 - $22,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Ford Mustang

Ford's iconic Mustang was redesigned for 2005, and retro styling cues from past Mustangs, and brought driving dynamics into the modern era. Handling is nimble and forgiving but the ride is still stiff-not unusual for a sports car. The fit and finish of the interior remained unimpressive. A freshening in 2010 brought more refined handling, upgraded interior materials, and standard electronic stability control. Another redesign for 2015 added a nicer interior, an independent rear suspension, and a turbocharged four-cylinder along with V6 and V8 engines. The turbo engine delivers enough punch, but sounds raspy. The slick six-speed manual is very satisfying to use, and the automatic works well. Handling is balanced, and the firm ride is well controlled.

Redesign/Freshening: 2005, 2011, 2015.
Safety Equipment: ABS standard. Side air bags available, standard from 2008. ESC standard from 2010.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Ford Mustang								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈	⇊	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	↑	↑	↑	⇈	⇈	⇈
Trans. Major	↑	⇈	!	⇈	↑	⇈	↑	⇈	⇈	↑
Trans. Minor	↑	⇈	↓	↓	↓	!	↑	⇈	⇈	↑
Drive System	⇈	⇈	⇈	⇈	!	↑	↑	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈
Electrical	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	↑	↓	⇊	⇊	⇊	↑	↑	⇊	!	↑
Suspension	!	↑	⇈	!	⇊	↑	⇈	⇈	⇈	⇈
Brakes	↑	!	!	⇈	↑	⇈	⇈	↑	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	↑
Paint/Trim	⇊	↓	↓	⇊	⇊	!	!	!	⇈	⇈
Noises & Leaks	⇊	⇊	!	!	↓	⇊	↓	↑	↑	↑
Body Hardware	⇈	⇈	↓	↑	⇈	↑	⇈	⇊	⇈	⇈
Power Equip.	↑	↓	!	↓	↑	⇈	↑	!	⇈	↑
In-Car Electr.	↑	!	↓	⇈	↑	⇈	!	!	↓	⇊
Used-Car	↑	↑	!	!	⇊	!	↓	⇊	!	⇊

Prices

2008	$6,800 - $22,300
2009	$7,400 - $23,700
2010	$9,400 - $25,400
2011	$10,500 - $28,100
2012	$11,700 - $31,100
2013	$13,100 - $36,800
2014	$14,500 - $41,200
2015	$16,900 - $33,500
2016	$18,300 - $48,300
2017	$20,800 - $54,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Accept.	⇈/⇈	⇈/↑
2009	Accept.	⇈/⇈	⇈/↑
2010	Good	⇈/⇈	⇈/⇈
2011	Good	NT	NT
2012	Good	↑/⇈	⇈/!
2013	Good	↑/⇈	⇈/!
2014	Good	↑/⇈	⇈/!
2015	Good	⇈/⇈	⇈/↑
2016	Good	⇈/⇈	⇈/↑
2017	Good	⇈/⇈	⇈/↑

Ford Ranger

As is the case with many small pickups, the Ranger's ride is stiff and choppy. We found the 4.0-liter V6 rough and not particularly powerful or efficient. Handling is clumsy, and when unloaded, the rear wheels can step out on bumpy corners or washboard roads. An extended cab provides extra interior room for luggage; however, even children won't be happy in the small jump seats. Extended-cab versions offered four doors starting in 1998. The narrow cabin is noisy inside and has rudimentary levels of comfort and fit and finish. 2011 was the Ranger's last year.

Redesign/Freshening: 1998.
Safety Equipment: ABS standard. ESC and side air bags standard from 2010.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Ford Ranger								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	⇈	⇈						
Engine Minor	⇈	⇈	↑	⇈						
Engine Cooling	↑	↑	↑	⇈						
Trans. Major	↑	⇊	⇈	↑						
Trans. Minor	!	⇊	!	!						
Drive System	↑	↑	⇈	!						
Fuel System	⇈	⇈	!	↑						
Electrical	⇈	↑	⇈	⇈						
Climate Syst.	!	⇊	↑	!						
Suspension	!	!	!	!						
Brakes	!	↑	!	↓						
Exhaust	⇈	↑	↑	↑						
Paint/Trim	⇈	!	⇊	⇈						
Noises & Leaks	↑	↓	↓	⇈						
Body Hardware	⇈	!	↓	⇈						
Power Equip.	⇈	⇈	!	⇈						
In-Car Electr.	⇈	⇈	⇈	⇈						
Used-Car	↑	!	!	↑						

Prices

2008	$6,000 - $10,300
2009	$6,500 - $11,600
2010	$7,400 - $13,000
2011	$8,500 - $14,300
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Accept.	⇈/↑	↑/NT
2009	Accept.	⇈/↑	↑/NT
2010	Accept.	⇈/↑	⇈/NT
2011	Accept.	↓/↓	⇈/NT
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

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Ford Taurus

The Taurus has undergone a number of changes. While 2007 was the final year for the Taurus, the name resurfaced in 2008 as the replacement moniker for the Ford Five Hundred. It has a smoother, more powerful 3.5-liter V6. Handling was responsive and secure. But for 2010 a redesigned Taurus arrived. It put styling ahead of interior room and comfort, as well as driver visibility. Still, it is a large, quiet, and pleasant sedan that rides and handles competently, with good isolation from road imperfections. The base V6 and six-speed automatic work well together. Interior fit and finish is good, but the driver's space is narrow. 2013 brought the convoluted MyFord Touch system, which made the controls worse. It remained in the Taurus until 2016, when it was replaced by the superior Sync 3 system.

Redesign/Freshening: 2008, 2010, 2013.
Safety Equipment: ABS, side and head protection air bags standard from 2008. ESC available, standard from 2009.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Ford Taurus									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⌃	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Engine Minor	⌃	⇈	⇈	⇈	⌃	⇈	⇈	!	⇈	*
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Trans. Major	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Trans. Minor	⌄	⇊	⇈	⌃	⇈	⇈	⇈	⇈	⇈	*
Drive System	⌃	⌃	⌃	⇈	!	⌃	⇈	⇈	⇈	*
Fuel System	⌃	⇈	!	⌃	⇈	⌃	⇈	⇈	⌃	*
Electrical	⌃	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Climate Syst.	⇊	⌄	⇊	⌄	!	⇈	⇈	⌃	⇈	*
Suspension	⌄	!	⇈	!	!	⌄	⌃	⇈	⇈	*
Brakes	!	⌃	⇊	⌄	!	!	⌃	⌃	⇈	*
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	⇊	⇈	⌃	⌄	⌄	⇈	⇈	⌃	⌃	*
Noises & Leaks	!	⇈	⇈	⌃	⇈	⇈	⌄	⌄	⇈	*
Body Hardware	⇊	⌃	⇈	⌄	!	⇈	⌃	!	⇈	*
Power Equip.	⇈	⇈	⇈	⌃	⇈	!	⌄	⌃	⇈	*
In-Car Electr.	⌃	!	⇈	!	!	⇊	!	⌃	⇈	*
Used-Car	!	⌃	⌃	⌃	⌃	⌃	⌃	!	⇈	*

Prices

2008	$4,400 - $5,500
2009	$4,800 - $6,400
2010	$7,400 - $10,000
2011	$8,200 - $11,300
2012	$9,500 - $13,600
2013	$10,900 - $16,500
2014	$12,100 - $20,000
2015	$14,100 - $23,900
2016	$15,200 - $26,100
2017	$17,800 - $29,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	⇈/⇈
2009	Good	⇈/⇈	⇈/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	Good	⇈/⌃	⇈/⇈
2012	Good	⇈/⌃	⇈/⇈
2013	Good	⇈/⇈	⇈/⇈
2014	Good	⇈/⇈	⇈/⇈
2015	Good	⇈/⇈	⇈/⇈
2016	Good	⇈/⇈	⇈/⇈
2017	Good	⇈/⇈	⇈/⇈

Ford Transit Connect

Early versions were intended primarily for commercial use, this tall van is based on the Focus and packs an impressive amount of room. With its boxy shape and very tall roof, you'd be challenged to find more passenger space for the money. With the 2014 redesign, the Transit Connect is sold as a minivan alternative. It has very good ride and agile handling, but remains a rudimentary vehicle at heart. It has an underpowered four-cylinder, low-rent interior, cumbersome folding seats, and a skimpy feature set. Unlike a minivan, you don't get power doors or a rear-seat entertainment system, and even Bluetooth connectivity costs extra. The base four-cylinder managed only 21 mpg, and we see little indication that the up-level 1.6-liter turbo four would do much better.

Redesign/Freshening: 2010, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Ford Transit Connect									
	08	09	10	11	12	13	14	15	16	17
Engine, Major			*	*	*	*	⇈	⇈	⇈	*
Engine Minor			*	*	*	*	⇈	⇈	⇈	*
Engine Cooling			*	*	*	*	⇈	⇈	⇈	*
Trans. Major			*	*	*	*	⇈	⇈	⇈	*
Trans. Minor			*	*	*	*	⇈	!	⇈	*
Drive System			*	*	*	*	⇈	⇈	⇈	*
Fuel System			*	*	*	*	⌄	⇈	!	*
Electrical			*	*	*	*	⇈	⇈	⇈	*
Climate Syst.			*	*	*	*	⌄	!	!	*
Suspension			*	*	*	*	⇈	⇈	⇈	*
Brakes			*	*	*	*	⌄	⇈	⇈	*
Exhaust			*	*	*	*	⇈	⇈	⇈	*
Paint/Trim			*	*	*	*	⇊	⇊	⇈	*
Noises & Leaks			*	*	*	*	⇊	⌄	⇈	*
Body Hardware			*	*	*	*	⇊	⇈	⇈	*
Power Equip.			*	*	*	*	⇊	⇊	⇈	*
In-Car Electr.			*	*	*	*	⇈	⇈	⌄	*
Used-Car			*	*	*	*	⇊	!	⌃	*

Prices

2008	-
2009	-
2010	$6,600 - $7,400
2011	$7,400 - $8,300
2012	$8,300 - $8,800
2013	$10,100 - $10,900
2014	$13,700 - $16,400
2015	$15,000 - $18,600
2016	$16,300 - $19,600
2017	$18,300 - $21,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	⌃/⌃	⇈/⇈
2015	NT	⌃/⌃	⇈/⇈
2016	NT	⌃/⌃	⇈/⇈
2017	NT	⌃/⌃	⇈/⇈

GMC Acadia

The Acadia is one of GM's trio of car-based SUVs that have three rows of seats and seating for seven or eight. It uses a 3.6-liter, V6 engine that produces 275 hp. Mated to a six-speed automatic transmission, they combine to make a smooth and refined powertrain, but the transmission is sometimes reluctant to downshift. Later versions have improved transmission tuning. Expect about 16 mpg overall. The Acadia is available with front- or all-wheel drive. The ride is comfortable, the handling is responsive, and the interior is quiet. The third-row seats are roomy enough to accommodate three adults, especially when the second row is moved forward. A 2013 redesign brought an upgraded interior with an improved infotainment system.

Redesign/Freshening: 2007, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	GMC Acadia								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$7,800 - $10,000
2009	$8,800 - $11,000
2010	$8,600 - $12,100
2011	$10,000 - $17,300
2012	$12,100 - $20,300
2013	$16,600 - $24,800
2014	$18,700 - $26,500
2015	$20,100 - $29,700
2016	$20,400 - $33,500
2017	$22,900 - $35,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

GMC Canyon

The compact Canyon has an unsettled ride, and the body quivers constantly. Handling is sound but unexceptional, and the 48-foot turning circle makes parking maneuvers a chore. The optional four-wheel-drive system is part-time only. Until 2009, the Canyon offered only crude and noisy four- and five-cylinder engines. Then a smooth and powerful V8 was added. Updates for 2009 also included standard electronic stability control as well as the 300-hp V8. The Canyon was dropped after 2012. A new model arrived in late 2014 which offered a 200-hp four-cylinder or a 305-hp V6, both backed by a standard six-speed automatic. This new truck is a far better vehicle. It is more refined and better equipped than its Nissan and Toyota competitors. The ride is choppy, as is expected with most pickup trucks, but its handling is responsive.

Redesign/Freshening: 2004, 2015.
Safety Equipment: ABS standard. Head protection air bags available, standard from 2010. ESC standard from 2009.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	GMC Canyon									
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$4,800 - $12,600
2009	$5,800 - $14,200
2010	$6,700 - $15,400
2011	$8,100 - $17,600
2012	$9,200 - $18,400
2013	-
2014	-
2015	$15,800 - $30,900
2016	$16,900 - $32,400
2017	$18,500 - $38,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	/	/
2009	Accept.	/	/
2010	Accept.	/	/
2011	Accept.	NT	NT
2012	Accept.	NT	NT
2013	-	-	-
2014	-	-	-
2015	Good	NT	NT
2016	Good	/	/
2017	Good	/	/

WORSE — BETTER

GMC Sierra 1500

GMC's 2000-06 full-size Sierra has powerful, efficient engines and an inviting interior, but expect a stiff, choppy ride. A 2007 redesign brought more responsive handling and improvements to the ride, but the powertrains still aren't as refined as some competitors'. High-end interiors have attractive fit and finish, and all have simple controls. Fuel economy from the 5.3-liter V8 and six-speed automatic are decent, and its crash test results improved. Cabin access is easy and towing and payload capacities generous. Another redesign for 2014 brought a more spacious cabin that is nearly as quiet as a luxury car's. Fuel economy is an impressive 16 mpg, but the new truck feels sluggish.

Redesign/Freshening: 2007, 2014.
Safety Equipment: ABS standard. Side and head protection air bags, and ESC available, standard from 2010.
Drive Wheels: 4WD; AWD; Rear.

Reliability History

Trouble Spots	GMC Sierra 1500									
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$8,500 - $18,600
2009	$9,100 - $20,700
2010	$10,200 - $21,600
2011	$11,200 - $23,200
2012	$12,200 - $26,400
2013	$13,600 - $28,800
2014	$14,900 - $34,000
2015	$15,900 - $37,100
2016	$18,500 - $41,300
2017	$24,100 - $43,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	/	/
2009	Good	/	/
2010	Good	/	NT
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

GMC Terrain

The Terrain is GMC's entry in the small to midsized SUV segment. It is a sibling of the redesigned 2010 Chevrolet Equinox but with more angular styling. The Terrain features a direct-injection 2.4-liter, four-cylinder engine that returned 21 mpg overall in our tested Equinox. It is also available with a 3.0-liter V6 that is more refined and returned 18 mpg overall in our testing. We found the V6 model had better steering feel, and the ride in both was taut and steady. The roomy rear seat is comfortable for adults. With either engine, the transmission is reluctant to downshift at times. A backup camera is standard and handy to have.

Redesign/Freshening: 2010, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	GMC Terrain									
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	-
2009	-
2010	$8,800 - $11,100
2011	$9,700 - $12,600
2012	$10,900 - $13,800
2013	$12,900 - $19,300
2014	$13,700 - $21,800
2015	$14,600 - $24,600
2016	$15,800 - $27,200
2017	$17,700 - $29,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	Good	/	/
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

GMC Yukon

This twin of the Chevrolet Tahoe shares a platform with the other full-sized GM trucks. It has strong engines and a more comfortable ride. The 2007 redesign brought a better ride and steering, and a significantly improved interior. The third-row seats lack thigh support and don't fold flat into the floor, eating up cargo room. The powertrain we tested, a 5.3-liter V8 and six-speed automatic, was strong enough but unrefined. Controls are mostly simple, but some are tiny and too far from the driver. The 2015 redesign brought a sumptuous and quiet interior, power folding second- and third-row seats, and available advanced safety features. Top-trim Denali versions offer a larger V8 and plusher interior furnishings.

Redesign/Freshening: 2007, 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; AWD; Rear.

Reliability History

Trouble Spots	GMC Yukon								
	08	09	10	11	12	13	14	**15**	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$11,100 - $15,800
2009	$12,100 - $18,200
2010	$15,000 - $19,900
2011	$16,300 - $22,200
2012	$17,900 - $26,000
2013	$22,000 - $29,600
2014	$26,900 - $35,700
2015	$34,500 - $47,700
2016	$36,200 - $54,300
2017	$44,800 - $46,900

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	/	/
2009	NT	/	/
2010	NT	/	NT
2011	NT	/	/
2012	NT	/	/
2013	NT	/	/
2014	NT	/	/
2015	NT	/	/
2016	NT	/	/
2017	NT	/	/

GMC Yukon XL

The Yukon XL is a clone of the Chevy Suburban. It can seat up to nine people and haul massive cargo loads or tow a 10,000-pound trailer. The Yukon XL handles commendably and its brakes work well. It also has a well-controlled ride. The 2007 redesign brought more agility and better steering and brakes, and a more responsive six-speed automatic transmission. The interior was also significantly upgraded, but the third-row seats lack thigh support and don't fold into the floor. The 2015 redesign brought a sumptuous and quiet interior, power folding second- and third-row seats, and available advanced safety features. Top-trim Denali versions offer a stronger V8 and plusher interior finishes.

Redesign/Freshening: 2007, 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; AWD; Rear.

Reliability History

Trouble Spots	GMC Yukon XL								
	08	09	10	11	12	13	14	**15**	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

Prices

2008	$11,800 - $15,600
2009	$13,200 - $17,700
2010	$15,700 - $20,100
2011	$17,000 - $22,200
2012	$20,200 - $25,300
2013	$22,400 - $29,900
2014	$25,500 - $36,500
2015	$33,600 - $48,100
2016	$34,900 - $54,200
2017	$36,700 - $60,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	/	/
2009	NT	/	/
2010	NT	/	NT
2011	NT	NT	NT
2012	NT	/	/
2013	NT	/	/
2014	NT	/	/
2015	NT	/	/
2016	NT	/	/
2017	NT	/	/

WORSE — BETTER

Honda Accord

Good Bet

The Accord is an excellent used-car choice. The four-cylinder engine is smooth and frugal, and the V6 engine is quick and quiet. The Accord is quiet overall, though some road noise creeps in. A Hybrid model has also been available over the various generations. The 2008 redesign brought a larger body and roomier interior. Ride and handling are very good, and the four-cylinder engine is smooth, powerful, and economical. The V6 is very quick, but gets just 21 mpg overall. Overall length shrunk a bit with the 2013 redesign, but the Accord remained very accommodating and family-friendly. EX models and above have a convoluted touchscreen infotainment system that is frustrating to use. The Hybrid returned for 2015 and got 40 mpg overall in our tests.

Redesign/Freshening: 2008, 2013, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Honda Accord									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	3	3	3	5	5	5	5	5	5	5
Engine Minor	3	4	4	5	5	5	5	5	5	5
Engine Cooling	5	5	5	5	5	5	5	5	5	5
Trans. Major	5	5	5	5	5	5	5	5	5	5
Trans. Minor	5	5	5	5	5	5	5	5	5	5
Drive System	5	4	5	5	5	5	5	5	5	5
Fuel System	5	5	4	5	5	5	5	5	5	5
Electrical	4	4	4	5	5	4	4	5	5	5
Climate Syst.	3	4	4	4	5	5	5	5	5	5
Suspension	4	4	4	3	3	4	5	5	5	5
Brakes	2	2	2	3	3	4	5	5	5	5
Exhaust	5	5	5	5	5	5	5	5	5	5
Paint/Trim	4	4	5	4	4	5	5	5	5	5
Noises & Leaks	4	3	4	4	4	5	4	5	5	5
Body Hardware	5	5	5	5	5	5	5	5	5	5
Power Equip.	4	4	4	4	5	4	4	4	5	4
In-Car Electr.	4	5	5	5	5	3	4	4	4	4
Used-Car	4	4	4	5	5	5	5	5	5	5

Prices

2008	$6,200 - $8,500
2009	$6,800 - $9,200
2010	$7,600 - $10,200
2011	$8,600 - $11,200
2012	$9,700 - $12,200
2013	$11,400 - $17,200
2014	$12,800 - $19,400
2015	$14,200 - $22,300
2016	$16,600 - $25,700
2017	$19,000 - $27,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	5/5	5/3
2009	Good	5/5	5/3
2010	Good	5/5	5/3
2011	Good	5/5	4/4
2012	Good	5/5	4/4
2013	Good	4/4	5/5
2014	Good	4/4	5/5
2015	Good	4/4	5/5
2016	Good	4/4	5/5
2017	Good	4/4	5/5

Honda Civic

The Civic has long been known for lively handling, fuel economy, and reliability. Hybrid versions give up some performance and trunk space. In addition, battery failures have been an issue. The Si coupes and sedans have added more noise than friskiness. A 2006 redesign brought a roomier, quieter interior and a better ride, along with an unusual two-tier dashboard. Another redesign for 2012 was a step backwards, with a cheap interior, numb handling, and stiff ride, but more updates for 2013 helped significantly. The 1.8-liter four-cylinder is smooth and returned 30 mpg overall with the standard CVT. The Hybrid returned 40 mph overall. Even the sporty 201-hp Si version got a commendable 29 mph overall with the six-speed manual.

Redesign/Freshening: 2006, 2012, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Honda Civic									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	5	5	5	5	5	5	5	5	5	5
Engine Minor	4	5	5	5	5	5	5	5	5	5
Engine Cooling	5	5	5	5	5	5	5	5	5	5
Trans. Major	5	5	5	5	5	5	5	5	5	5
Trans. Minor	5	5	5	5	5	5	5	5	5	5
Drive System	5	5	4	5	5	5	5	5	5	5
Fuel System	5	5	5	5	5	5	5	5	5	5
Electrical	4	5	5	5	5	5	5	5	5	5
Climate Syst.	2	2	3	2	4	5	5	4	4	5
Suspension	5	4	4	4	5	5	5	5	5	5
Brakes	4	4	3	3	4	5	5	4	4	5
Exhaust	5	5	5	5	5	5	5	5	5	5
Paint/Trim	2	2	2	2	4	5	5	5	5	5
Noises & Leaks	3	4	5	3	4	5	5	5	4	5
Body Hardware	3	4	5	5	5	5	5	5	5	5
Power Equip.	4	4	4	5	5	5	5	5	3	4
In-Car Electr.	4	5	5	5	5	4	4	4	2	2
Used-Car	4	4	4	5	5	5	5	5	3	3

Prices

2008	$3,600 - $9,100
2009	$4,300 - $8,600
2010	$5,000 - $9,700
2011	$5,700 - $10,400
2012	$7,000 - $11,800
2013	$9,500 - $14,400
2014	$11,100 - $17,300
2015	$12,800 - $19,300
2016	$15,600 - $21,800
2017	$17,100 - $24,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	5/5	4/4
2009	Good	5/5	4/4
2010	Good	5/5	4/4
2011	Good	5/4	2/4
2012	Good	5/4	4/4
2013	Good	4/4	5/5
2014	Good	4/4	5/5
2015	Good	4/4	5/5
2016	Good	5/5	5/5
2017	Good	5/5	5/5

Honda Crosstour

Derived from the Accord sedan, the Crosstour is a four-door hatchback with a raised ride height and either front or all-wheel drive. It combines the appearance and versatility of a wagon or hatchback without looking like an SUV. The Crosstour has a roomy interior with a wider cabin than the Accord, and benefits from the added versatility of the rear hatch - but visibility is compromised. The smooth and refined 3.5 liter V6 returned 21 mpg overall in our tests. A four-cylinder engine is available on front-wheel-drive versions. The ride is supple and composed, but the handling becomes SUV-like as it approaches its limits. 2015 was the last year for the Crosstour.

Redesign/Freshening: 2010, 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Honda Crosstour								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	-
2009	-
2010	$9,300 - $11,700
2011	$10,800 - $13,100
2012	$11,000 - $16,000
2013	$13,400 - $18,900
2014	$15,700 - $21,300
2015	$18,000 - $24,000
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	Good	/	/
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	-	-	-
2017	-	-	-

Honda CR-V ● Good Bet

The CR-V has always been a good choice, with a spirited four-cylinder engine, good fuel economy, strong reliability, and a roomy interior. Handling is sound but not agile. Road noise has been our main gripe throughout the years. The 2007 redesign's styling compromised cargo room and visibility, but added a more user-friendly tailgate that lifted up instead of swinging out. Handling became more agile, with a firm yet supple ride. Another redesign for 2012 brought a little more space, marginally better power and fuel economy, a standard backup camera, and more connectivity. It also brought a convoluted infotainment system for EX versions. The 2015 freshening brought a redesigned 2.4-liter four-cylinder mated to a new continuously variable transmission (CVT) which improved fuel economy and handling.

Redesign/Freshening: 2007, 2012, 2015, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: [AWD; Front.

Reliability History

Trouble Spots	Honda CR-V								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$7,300 - $9,900
2009	$7,900 - $10,800
2010	$8,700 - $11,900
2011	$9,600 - $13,100
2012	$11,900 - $17,000
2013	$13,300 - $19,100
2014	$14,600 - $21,000
2015	$16,400 - $25,700
2016	$18,700 - $28,500
2017	$21,400 - $30,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Honda CR-Z

Billed as a cross between the Insight hybrid and the sporty CRX from the 1980s, the two-seat CR-Z hybrid uses a 1.5-liter four-cylinder gas engine paired with electric power for 122 hp overall. A Sport mode livens things up a little, but the CR-Z never feels quick. We measured 35 mpg overall in our tests, which is not impressive for a hybrid. Handling is responsive and relatively nimble, but the CR-Z is no sports car and the ride is jumpy. Having just two seats limits its appeal and visibility to the rear is severely compromised. At least a rear-view camera is standard on all trim lines. The 2015 model got an optional Honda Performance Development package, which includes a supercharger for the manual-transmission version as well suspension, brake, and exhaust system modifications. 2016 was the final year for the CR-Z.

Redesign/Freshening: 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Honda CR-Z								
	08	09	10	11	12	13	14	15	16	17
Engine, Major				⇈	*	*	*	*	*	
Engine Minor				⇈	*	*	*	*	*	
Engine Cooling				⇈	*	*	*	*	*	
Trans. Major				⇈	*	*	*	*	*	
Trans. Minor				⇈	*	*	*	*	*	
Drive System				!	*	*	*	*	*	
Fuel System				⇈	*	*	*	*	*	
Electrical				⇈	*	*	*	*	*	
Climate Syst.				⇊	*	*	*	*	*	
Suspension				⇈	*	*	*	*	*	
Brakes				⌃	*	*	*	*	*	
Exhaust				⇈	*	*	*	*	*	
Paint/Trim				⇈	*	*	*	*	*	
Noises & Leaks				⇈	*	*	*	*	*	
Body Hardware				⇈	*	*	*	*	*	
Power Equip.				⌄	*	*	*	*	*	
In-Car Electr.				⇈	*	*	*	*	*	
Used-Car				⌃	*	*	*	*	*	

Prices

2008	-
2009	-
2010	-
2011	$6,700 - $7,400
2012	$7,800 - $8,600
2013	$10,400 - $11,800
2014	$11,700 - $13,400
2015	$12,900 - $14,700
2016	$15,000 - $16,600
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	Good	!/⌄	!/NT
2012	Good	⌃/!	!/NT
2013	Good	⌃/!	!/NT
2014	Good	⌃/!	!/NT
2015	Good	⌃/!	!/NT
2016	Good	⌃/!	!/NT
2017	-	-	-

Honda Element

The boxy-looking Element was based on a CR-V platform, but wasn't as nice to live with overall. The Element handles well enough, but is noisy and has a choppy ride. The spacious and flexible interior has a plastic-covered floor that's easy to wash. All four seats can fold back flat, making a bed of sorts. The rear seats can fold up against the sides or be removed. There's no pillar between the front and the rear-hinged rear doors, so opening both creates a wide opening for loading and unloading cargo. Large rear roof pillars interfere with the view out. Without optional side airbags, the Element scored Poor in the IIHS side-crash test. 2007 brought standard curtain airbags, which improved the IIHS side-crash test to Good. 2011 was its last year.

Redesign/Freshening: 2003.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Honda Element								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	⇈	⇈						
Engine Minor	⇈	⌃	⌃	⌃						
Engine Cooling	⇈	⇈	⇈	⇈						
Trans. Major	⇈	⇈	⇈	⇈						
Trans. Minor	⇈	⇈	⇈	⇈						
Drive System	⌄	⌃	!	⇈						
Fuel System	⇈	⇈	⌃	!						
Electrical	⇈	⇈	!	⇈						
Climate Syst.	⌃	⇈	⇈	⇈						
Suspension	⌃	⌃	!	⇈						
Brakes	⇊	!	!	⇈						
Exhaust	⇈	!	⇈	⇈						
Paint/Trim	⌃	⇊	⌃	⇈						
Noises & Leaks	⌃	⌃	!	⇈						
Body Hardware	⌃	!	⇈	⇈						
Power Equip.	⌃	!	⌃	⇈						
In-Car Electr.	⇈	⇈	⇈	⌃						
Used-Car	⌃	⇈	⇈	⇈						

Prices

2008	$7,200 - $9,100
2009	$8,300 - $11,200
2010	$9,400 - $12,100
2011	$11,700 - $14,400
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	⇈/⇈
2009	Good	⇈/⇈	⇈/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	Good	NT	NT
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Honda Fit ✔ Good Bet

A cleverly designed and reliable little hatchback, the Fit has been a top used-car choice for years. It offers easy access and has an amazing amount of interior room for such a small car. The rear seats can be folded flat, sliding under the front seats, or the cushion can fold up against the backrest, creating a deep, flat floor that can accommodate bulky items or a tall plant. While not overly powerful, the Fit feels responsive, with a smooth and willing engine and agile handling. The ride is a bit choppy, but supple enough. The Fit comes well equipped with standard power accessories. 2009 brought a redesign, but if you wanted ESC you had to buy the navigation system. ESC became standard with 2011 models. A 2015 redesign made the Fit quicker, safer, and even more fuel-efficient.

Redesign/Freshening: 2007, 2009, 2015.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2011.
Drive Wheels: Front.

Reliability History

Trouble Spots	Honda Fit								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈		⇈	⇈	⇈
Engine Minor	↑	⇈	⇈	⇈	⇈	⇈		⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈		⇈	⇈	⇈
Trans. Major	↑	⇈	⇈	⇈	⇈	⇈		⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈		⇈	⇈	⇈
Drive System	↑	⇈	⇈	⇈	⇈	⇈		⇈	⇈	⇈
Fuel System	⇈	⇈	⇈	⇈	⇈	⇈		⇈	⇈	⇈
Electrical	↓	⇈	⇈	⇈	⇈	⇈		⇈	⇈	⇈
Climate Syst.	↑	↓	⇊	⇊	⇊	!		⇈	!	⇈
Suspension	↑	⇈	⇈	↑	⇈	⇈		↑	⇈	⇈
Brakes	⇈	⇈	⇈	↑	↑	↑		⇈	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈		⇈	⇈	⇈
Paint/Trim	↓	↓	↑	⇈	↑	⇈		↓	⇈	⇈
Noises & Leaks	↑	⇈	⇈	⇈	↑	⇈		↑	↑	↓
Body Hardware	!	↑	↑	⇈	⇈	⇈		↑	↑	⇈
Power Equip.	⇈	↑	↑	↑	↑	⇈		!	⇈	↓
In-Car Electr.	↑	⇈	⇈	⇈	⇈	⇈		↑	↑	⇈
Used-Car	⇈	⇈	⇈	⇈	⇈	⇈		!	!	!

Prices

2008	$5,100 - $5,600
2009	$5,900 - $6,600
2010	$6,700 - $7,600
2011	$7,200 - $8,400
2012	$8,000 - $9,200
2013	$9,300 - $10,800
2014	-
2015	$12,700 - $15,700
2016	$13,700 - $17,700
2017	$15,500 - $18,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	⇈/!
2009	Good	⇈/⇈	⇈/↑
2010	Good	⇈/⇈	⇈/↑
2011	Good	NT	NT
2012	Good	⇈/↑	!/⇈
2013	Good	⇈/↑	!/⇈
2014	-	-	-
2015	Good	⇈/⇈	⇈/⇈
2016	Good	⇈/⇈	⇈/⇈
2017	Good	⇈/⇈	⇈/⇈

Honda HR-V

Based on the Fit subcompact, the HR-V SUV gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is also louder and the ride is stiffer. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression created by the CVT transmission amplifying engine noise during acceleration. The Honda's trump card is its excellent 29 mpg overall, very flexible interior, and generous rear seat and cargo room. Available premium features include heated leather seats, a sunroof, and keyless entry, and a rear-view camera is standard. We prefer the LX trim over the EX for its simpler audio controls.

Redesign/Freshening: 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Honda HR-V									
	08	09	10	11	12	13	14	15	16	17
Engine, Major									⇈	⇈
Engine Minor									⇈	⇈
Engine Cooling									⇈	⇈
Trans. Major									⇈	⇈
Trans. Minor									⇈	⇈
Drive System									⇈	⇈
Fuel System									⇈	⇈
Electrical									⇈	⇈
Climate Syst.									⇈	↑
Suspension									⇈	⇈
Brakes									⇈	↑
Exhaust									⇈	⇈
Paint/Trim									↑	↑
Noises & Leaks									!	⇈
Body Hardware									⇈	!
Power Equip.									⇈	⇈
In-Car Electr.									↑	↑
Used-Car									↑	!

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-
2016	$17,900 - $22,500
2017	$20,400 - $25,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	Good	↑/↑	⇈/⇈
2017	Good	↑/↑	⇈/⇈

Honda Insight

For 2010 Honda introduced a new Insight that, unlike the tiny original, was more of an alternative to the Toyota Prius. But its gas mileage of 39 overall isn't up to the standards of other small hybrids. In addition, interior fit and finish is lacking, the car is slow and noisy, the back seat is cramped, and the ride is stiff. Handling in base versions of early model years without ESC is also a handful. The Insight was discontinued after the 2014 model year. In the end, we would go for a used Toyota Prius instead.

Redesign/Freshening: 2000, 2010.
Safety Equipment: ABS standard. ESC available, standard from 2011. Side and head protection air bags standard from 2010.
Drive Wheels: Front.

Reliability History

Trouble Spots	Honda Insight								
	08	09	10	11	12	13	14	15	16	17
Engine, Major				*	*	*	*			
Engine Minor				*	*	*	*			
Engine Cooling				*	*	*	*			
Trans. Major				*	*	*	*			
Trans. Minor				*	*	*	*			
Drive System				*	*	*	*			
Fuel System				*	*	*	*			
Electrical				*	*	*	*			
Climate Syst.				*	*	*	*			
Suspension				*	*	*	*			
Brakes				*	*	*	*			
Exhaust				*	*	*	*			
Paint/Trim				*	*	*	*			
Noises & Leaks				*	*	*	*			
Body Hardware				*	*	*	*			
Power Equip.				*	*	*	*			
In-Car Electr.				*	*	*	*			
Used-Car				*	*	*	*			

Prices

2008	-
2009	-
2010	$5,700 - $6,100
2011	$6,200 - $7,200
2012	$6,700 - $8,400
2013	$7,900 - $9,900
2014	$9,700 - $12,100
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	Good	/	/
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	-	-	-
2016	-	-	-
2017	-	-	-

Honda Odyssey

The Odyssey was redesigned in 2005, bringing improved interior flexibility and reduced noise levels. Curtain air bags and stability control became standard. The redesigned 2011 model did very well in our road tests, with supportive seating, a comfortable ride, and a refined 249-hp V6 and five-speed automatic powertrain that returned 19 mpg overall. Top-trim versions got a six-speed automatic. This version had responsive handling, but the steering wasn't as precise as in past models. The cabin was relatively quiet, but some road noise persisted. There was room for eight occupants in the roomy, versatile interior. The third-row seat was easy to fold down into its own well, for a flat load floor.

Redesign/Freshening: 2005, 2011, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Honda Odyssey								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$6,000 - $8,700
2009	$6,400 - $10,200
2010	$7,100 - $11,600
2011	$10,400 - $16,400
2012	$10,900 - $18,900
2013	$12,900 - $21,800
2014	$15,500 - $25,900
2015	$17,300 - $29,200
2016	$20,800 - $34,700
2017	$24,000 - $36,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Honda Pilot

The Pilot manages to combine the best virtues of a wagon, SUV, and minivan, and it's a bit roomier and less costly than its Acura MDX sibling. It's among the better SUV choices for this class. The Pilot grew a bit with the 2009 redesign while retaining its impressive functionality. It delivers adequate performance yet respectable fuel economy; a comfortable ride; secure handling; and seating for eight. Pronounced road noise was our only qualm. The standard split third-row seat folds neatly into the floor. Access is easy, and fit and finish is impeccable. We got 18 mpg overall in the 2012 model we tested. However, the interior isn't as well finished as those in some competitors, and braking and handling aren't terrific. Look for a model with the available rear-view camera. The 2016 redeisgn brought a slick powertrain that returned 20 mpg overall.

Redesign/Freshening: 2003, 2009, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Honda Pilot								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$7,000 - $10,400
2009	$8,800 - $13,400
2010	$9,900 - $15,200
2011	$11,400 - $16,800
2012	$12,400 - $20,400
2013	$15,600 - $23,900
2014	$18,000 - $27,200
2015	$20,200 - $29,900
2016	$25,600 - $39,500
2017	$29,000 - $42,900

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Honda Ridgeline ✔ Good Bet

The car-based Honda Ridgeline is among the best compact pickups we've tested. The ride is supple and steady, like a good sedan, and handling is quite agile. The tailgate can open either vertically or horizontally, and beneath the bed is a clever, weatherproof, lockable trunk. The standard 3.5-liter V6 engine is quiet, smooth, and responsive but road noise is pronounced. The roomy crew cab is nicely detailed and easy to access. The five-foot-long cargo bed is made from a composite plastic material and has no wheel arch intrusion. While not designed for serious off-roading, it proved capable in most off-road conditions. Towing capacity is 5,000 pounds. A 2017 redesign, based on the Pilot, made the Ridgeline more conventional.

Redesign/Freshening: 2006, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Honda Ridgeline									
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$9,900 - $12,700
2009	$11,800 - $14,500
2010	$13,500 - $16,100
2011	$14,300 - $18,300
2012	$16,800 - $20,500
2013	$19,500 - $24,300
2014	$22,600 - $29,100
2015	-
2016	-
2017	$28,400 - $39,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	-	-	-
2016	-	-	-
2017	Good	/	/

Hyundai Accent

For most of its life the Accent has been a decent but uninspired small car with a choppy, noisy ride. The 2006 redesign brought a quieter, more comfortable ride. Handling was secure, but not agile. It was hard to find models with the optional ABS, and ESC wasn't available at all. Power came from a 1.6-liter four-cylinder that returned 28 mpg overall. The 2012 redesign made it better again, with responsive handling, more comfortable front seats, and good fuel economy of 31 mpg overall with the automatic and 32 mpg overall with the manual. The front cabin is roomy, but rear remains cramped, though it is on par with the class. Noise levels are elevated, but not offensive. All of the controls are straightforward. Handling is fairly responsive, but the ride is jittery.

Redesign/Freshening: 2006, 2012, 2018.
Safety Equipment: ABS and side and head protection air bags standard. ESC standard from 2012.
Drive Wheels: Front.

Reliability History

Trouble Spots	Hyundai Accent									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	⇈	⇈	*	⇈	⇈	↑	*	*	*
Engine Minor	*	⇈	↑	*	↑	⇈	↑	*	*	*
Engine Cooling	*	⇈	⇈	*	⇈	⇈	⇈	*	*	*
Trans. Major	*	⇈	↑	*	⇈	⇈	⇈	*	*	*
Trans. Minor	*	⇈	⇈	*	⇈	⇈	⇈	*	*	*
Drive System	*	⇈	⇈	*	⇈	↑	⇈	*	*	*
Fuel System	*	⇈	⇊	*	!	↓	↑	*	*	*
Electrical	*	⇈	↓	*	⇈	⇈	⇈	*	*	*
Climate Syst.	*	↓	⇈	*	!	!	⇈	*	*	*
Suspension	*	↑	⇈	*	↑	↑	⇈	*	*	*
Brakes	*	↑	⇈	*	⇊	!	⇈	*	*	*
Exhaust	*	⇈	↑	*	⇈	↑	⇈	*	*	*
Paint/Trim	*	⇊	↑	*	↑	↓	⇊	*	*	*
Noises & Leaks	*	↑	↑	*	⇈	!	↑	*	*	*
Body Hardware	*	⇈	⇈	*	⇈	↑	!	*	*	*
Power Equip.	*	!	↓	*	↑	↑	!	*	*	*
In-Car Electr.	*	↑	⇈	*	↓	↑	⇈	*	*	*
Used-Car	*	⇈	↑	*	↑	!	!	*	*	*

Prices

2008	$3,400 - $4,000
2009	$3,700 - $4,400
2010	$3,700 - $4,700
2011	$4,100 - $5,000
2012	$6,500 - $7,100
2013	$7,400 - $8,000
2014	$8,400 - $9,200
2015	$9,600 - $10,000
2016	$11,100 - $11,800
2017	$11,900 - $12,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Accept.	⇈/⇈	↑/!
2009	Accept.	⇈/⇈	↑/!
2010	Accept.	⇈/⇈	↑/!
2011	Accept.	NT	NT
2012	Good	⇈/↑	⇈/!
2013	Good	⇈/↑	⇈/!
2014	Good	⇈/↑	⇈/!
2015	Good	⇈/↑	⇈/!
2016	Good	⇈/↑	⇈/!
2017	Good	⇈/↑	⇈/!

Hyundai Azera

The Azera sedan has a smooth V6 with good power but only fair fuel economy at 19 mpg overall. The roomy interior is well finished and quiet. Controls are straightforward. Pre-2012 versions suffered from a bouncy ride and reluctant handling. But as a used car the quiet, well-equipped Azera is a bargain. Standard equipment includes electronic stability control. 2006 to 2011 IIHS side-crash-test results were acceptable when tested with the standard curtain and side air bags. The 2012 redesign made the Azera a better car, with improvements such as a steadier ride and a higher-quality interior. Side-crash results improved to good starting with the 2012 model.

Redesign/Freshening: 2006, 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Hyundai Azera									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	*	*	⇈	!	⇈	⇈	⇈	*
Engine Minor	↑	↓	*	*	!	⇈	⇈	⇈	⇈	*
Engine Cooling	⇈	⇈	*	*	⇈	⇈	⇈	⇈	⇈	*
Trans. Major	⇈	⇈	*	*	⇈	⇈	⇈	⇈	⇈	*
Trans. Minor	↑	⇈	*	*	⇈	⇈	⇈	⇈	⇈	*
Drive System	!	!	*	*	⇈	⇈	⇈	↑	⇈	*
Fuel System	!	⇈	*	*	⇈	⇈	⇈	⇈	⇈	*
Electrical	!	⇊	*	*	⇈	⇈	⇈	⇈	⇈	*
Climate Syst.	⇊	⇊	*	*	⇈	⇊	↑	!	↑	*
Suspension	↓	↑	*	*	⇊	↑	⇈	⇈	⇈	*
Brakes	⇈	⇊	*	*	↓	⇈	⇈	⇈	⇈	*
Exhaust	⇈	⇈	*	*	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	!	⇈	*	*	!	↑	⇈	↑	⇈	*
Noises & Leaks	↑	⇈	*	*	⇈	↑	⇈	⇈	⇈	*
Body Hardware	↓	⇈	*	*	⇈	↑	⇈	⇈	⇈	*
Power Equip.	↓	⇊	*	*	!	⇈	!	⇈	↑	*
In-Car Electr.	↑	⇊	*	*	⇊	⇊	⇊	!	↓	*
Used-Car	!	!	*	*	↑	↑	⇈	⇈	⇈	*

Prices

2008	$5,000 - $5,900
2009	$5,400 - $6,400
2010	$6,100 - $7,200
2011	$7,400 - $8,500
2012	$8,300 - $11,300
2013	$10,400 - $13,200
2014	$14,400 - $16,600
2015	$15,800 - $18,700
2016	$18,400 - $23,600
2017	$25,900 - $30,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	↑/↑	⇈/⇈
2009	Good	↑/↑	⇈/⇈
2010	Good	↑/↑	⇈/⇈
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Hyundai Elantra

The Elantra was redesigned for 2007, with a comfortable ride, low road noise, and fuel economy of around 27 mpg overall. The relatively roomy interior was put together nicely. Handling is competent, but not very agile. The 2.0-liter four-cylinder engines can get boomy at times. The 2011 redesign transformed the car. It brought a very good 29 mpg overall along with nimble handling and a fairly comfortable, well-controlled ride. The car was well-equipped for the price, the interior was much larger, and controls were well laid out. Hatchback models with different designations are available for some model years, but were noisier, had a tighter back seat, and didn't perform as well as the sedans.

Redesign/Freshening: 2007, 2011, 2017.
Safety Equipment: ABS and side and head protection air bags standard. ESC standard from 2011.
Drive Wheels: Front.

Reliability History

Trouble Spots	Hyundai Elantra								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	⇈	↑	↑	↑	⇈	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇈	↑	↑	⇈	⇈	↑	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↑	↓	!	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	↑	!	↓	↓	↑	↑	⇈	⇈	⇈	⇈
Drive System	⇈	⇈	↑	⇈	!	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	⇈	↑	↑	↑	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	!	⇈	⇈	⇈	⇈	⇈
Climate Syst.	!	!	↑	!	↑	↑	↑	↑	⇈	⇈
Suspension	↓	!	!	!	↓	↑	↑	⇈	⇈	⇈
Brakes	↑	↑	↓	!	!	↓	↑	↑	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↑	↓	↓	!	↑	↑	↑	⇈	⇈	⇈
Noises & Leaks	↑	↓	!	!	!	↑	⇈	⇈	⇈	⇈
Body Hardware	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Power Equip.	↑	↑	!	↑	!	↓	↑	!	⇈	⇈
In-Car Electr.	!	!	↑	↑	!	!	⇈	↑	↑	↑
Used-Car	↑	↑	!	!	!	!	⇈	!	⇈	⇈

Prices

2008	$4,700 - $5,100
2009	$5,100 - $5,800
2010	$5,300 - $6,300
2011	$5,900 - $7,600
2012	$7,000 - $8,300
2013	$8,400 - $9,900
2014	$10,400 - $11,800
2015	$11,500 - $12,800
2016	$12,200 - $13,300
2017	$15,200 - $17,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	↑/↑
2009	Good	⇈/⇈	↑/↑
2010	Good	⇈/⇈	↑/↑
2011	Good	NT	NT
2012	Good	⇈/↑	↑/⇈
2013	Good	⇈/↑	↑/⇈
2014	Good	⇈/↑	↑/⇈
2015	Good	⇈/↑	↑/⇈
2016	Good	⇈/↑	↑/⇈
2017	Good	↑/↑	⇈/↑

Hyundai Equus

Hyundai's flagship is an attempt to move the carmaker to compete with luxury brands but at a lower price. The Equus has a comfortable ride, but motions can be a bit busy and handling is less than agile. The 4.6-liter V8 was originally mated to a six-speed, making for a smooth, refined powertrain. Inside, the interior is spacious and well finished, but some controls are complex. Overall the Equus doesn't quite measure up to the established luxury brands. Available features include adaptive cruise control and a lane-departure warning system. In 2012 a four-seat version of the Equus arrived, along with a standard eight-speed automatic and 5.0-liter V8. Hyundai dropped the Equus after 2016.

Redesign/Freshening: 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Hyundai Equus								
	08	09	10	11	12	13	14	15	16	17
Engine, Major				*	*	*	⇈	*	*	
Engine Minor				*	*	*	↑	*	*	
Engine Cooling				*	*	*	⇈	*	*	
Trans. Major				*	*	*	!	*	*	
Trans. Minor				*	*	*	⇈	*	*	
Drive System				*	*	*	⇈	*	*	
Fuel System				*	*	*	⇈	*	*	
Electrical				*	*	*	⇈	*	*	
Climate Syst.				*	*	*	↑	*	*	
Suspension				*	*	*	⇈	*	*	
Brakes				*	*	*	↓	*	*	
Exhaust				*	*	*	⇈	*	*	
Paint/Trim				*	*	*	!	*	*	
Noises & Leaks				*	*	*	↑	*	*	
Body Hardware				*	*	*	!	*	*	
Power Equip.				*	*	*	↓	*	*	
In-Car Electr.				*	*	*	↓	*	*	
Used-Car				*	*	*	↓	*	*	

Prices

2008	-
2009	-
2010	-
2011	$13,400 - $14,200
2012	$15,600 - $16,700
2013	$18,800 - $20,100
2014	$22,700 - $24,300
2015	$26,700 - $28,800
2016	$31,900 - $34,500
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	-	-	-

Hyundai Genesis

Hyundai's upscale sedan is impressive, especially for the price. The refined V6 delivers quick acceleration and gets 21 mpg overall. A V8 is optional, but doesn't significantly improve performance. Handling is responsive and secure. The car's weak link is its somewhat nervous ride. The interior is very quiet and well finished and the spacious cabin has an unusually hospitable rear seat for a midsized car. Controls are simple unless you buy the optional navigation system, which adds a rather fussy rotary controller. In 2012 the Genesis received a new eight-speed automatic, which helped the V6 get 22 mpg overall in our tests. The 2015 redesign brought available all-wheel drive on the V6, an updated and more-luxurious interior, and advanced safety systems. For 2017, the name Genesis became a luxury brand of Hyundai and the model was renamed G80.

Redesign/Freshening: 2009, 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: [AED; Rear].

Reliability History

Trouble Spots	Hyundai Genesis								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	⇈	↓	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	↑	⇈	–	⇈	⇈	⇈	⇈	⇈
Drive System	↑	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	–	⇈	–	↑	⇈	↑	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	–	↑	↑	–	⇈	⇈	↑	↑	
Suspension	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈
Brakes	–	↓	↓	↑	⇈	↑	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	–	↓	↑	↓	↓	↓	↑	↑	
Noises & Leaks	↑	–	⇈	⇈	⇈	⇈	↓	↓	
Body Hardware	–	↓	↑	↑	⇈	↑	⇈	↑	
Power Equip.	↓	↓	↓	↓	↓	↑	↓	–	
In-Car Electr.	↓	↓	↓	↓	↓	–	↓	–	
Used-Car	↑	–	–	–	↑	⇈	↓	–	

Prices

2008	-
2009	$8,700 - $9,000
2010	$7,600 - $10,500
2011	$8,400 - $11,700
2012	$9,200 - $15,300
2013	$12,700 - $18,300
2014	$15,300 - $20,900
2015	$18,200 - $27,800
2016	$20,900 - $28,300
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	Good	⇈/⇈	⇈/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	⇈/⇈	↑/⇈
2016	Good	⇈/⇈	↑/⇈
2017	-	-	-

Hyundai Genesis Coupe

The Genesis Coupe is a very different car from the Genesis sedan. On paper it has a lot of potential, but several flaws prevent it from being a compelling choice. The optional 3.8-liter V6 engine is powerful and sounds great; a noisy turbocharged 2.0-liter four-cylinder is standard. Sporty and agile handling, with responsive steering, makes the Coupe fun to drive. However, the driving experience is let down by an imprecise manual transmission and stiff clutch that requires extra attention to extract smooth shifts. Also, the ride is very stiff and sometimes unsettled. Front seat occupants will find plenty of room, but as in many coupes the rear seat is very cramped. 2016 was its last year.

Redesign/Freshening: 2010.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Hyundai Genesis Coupe								
	08	09	10	11	12	13	14	15	16	17
Engine, Major			*	*	*	⇈	*	*	*	
Engine Minor			*	*	*	⇈	*	*	*	
Engine Cooling			*	*	*	⇈	*	*	*	
Trans. Major			*	*	*	⇈	*	*	*	
Trans. Minor			*	*	*	↑	*	*	*	
Drive System			*	*	*	–	*	*	*	
Fuel System			*	*	*	⇈	*	*	*	
Electrical			*	*	*	⇈	*	*	*	
Climate Syst.			*	*	*	↑	*	*	*	
Suspension			*	*	*	⇈	*	*	*	
Brakes			*	*	*	⇈	*	*	*	
Exhaust			*	*	*	⇈	*	*	*	
Paint/Trim			*	*	*	↑	*	*	*	
Noises & Leaks			*	*	*	↓	*	*	*	
Body Hardware			*	*	*	⇈	*	*	*	
Power Equip.			*	*	*	⇈	*	*	*	
In-Car Electr.			*	*	*	↓	*	*	*	
Used-Car			*	*	*	⇈	*	*	*	

Prices

2008	-
2009	-
2010	$7,600 - $9,500
2011	$8,400 - $11,400
2012	$9,200 - $13,200
2013	$12,700 - $16,600
2014	$15,300 - $19,100
2015	$18,200 - $20,700
2016	$20,900 - $24,500
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	NT	⇈/↑	⇈/NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	-	-	-

Hyundai Santa Fe

The redesigned 2007 Santa Fe was a big improvement over the original, and included standard ESC. It had a standard 2.7-liter V6 and a new 242-hp 3.3-liter V6. The 2010 freshening didn't push the envelope, leaving this vehicle merely competent but not a standout. A more significant redesign took place in 2013, resulting in two versions. The smaller Santa Fe Sport is a two-row model with a 2.4-liter four-cylinder that got 23 mpg overall or a 2.0-liter turbo four, while the three-row Santa Fe got a 3.3-liter V6 that got 20 mpg overall in our tests. Handling is sound in both versions, and the ride is settled. Inside the well-finished, roomy cabin are many standard features, although buyers should make sure to find an example that is equipped with the backup camera.

Redesign/Freshening: 2007, 2013, 2019.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Hyundai Santa Fe								
	08	09	10	11	12	**13**	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$5,600 - $8,000
2009	$6,100 - $8,800
2010	$7,300 - $9,900
2011	$8,200 - $10,900
2012	$9,500 - $12,500
2013	$14,300 - $18,700
2014	$17,100 - $21,900
2015	$18,000 - $25,500
2016	$19,600 - $29,400
2017	$21,600 - $33,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	NT	NT
2012	Good	/	/
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Hyundai Sonata

The Sonata was redesigned for 2006, gaining power and refinement. ESC and curtain air bags became standard. The 3.3-liter V6 is responsive and averaged 21 mpg, while the four-cylinder engine averaged 26 mpg, which was very good then. The 2011 redesign was a major leap forward, and the stylish Sonata impressed in our testing. The base four-cylinder returned 27 mpg overall, while the stronger turbo four-cylinder got 25 mpg and delivered plenty of performance. We got 33 mpg from the hybrid version. Road noise is evident in all versions, however. The swoopy styling made for challenging rear visibility and rear-seat access. The ride was firm, yet comfortable and handling was nimble. A less-stylish redesign arrived for 2015, with a 2.4-liter four-cylinder and six-speed automatic that got 28 mpg overall.

Redesign/Freshening: 2006, 2011, 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Hyundai Sonata								
	08	09	10	**11**	12	13	14	**15**	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$4,700 - $5,500
2009	$5,400 - $6,000
2010	$5,900 - $7,200
2011	$7,100 - $8,800
2012	$7,900 - $9,800
2013	$9,500 - $12,700
2014	$11,300 - $15,200
2015	$12,800 - $18,600
2016	$13,700 - $22,900
2017	$15,300 - $26,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Hyundai Tucson

This Elantra-based SUV used a standard 2.0-liter, four-cylinder. The optional 2.7-liter V6 delivered acceleration similar to four-cylinder competitors, but fuel economy was unimpressive. The ride was comfortable, but suspension noise was pronounced and the Tucson was not very agile. Cabin access is easy and the rear is roomy. The 2010 redesign dropped the V6 for a more powerful Four. We found this Tucson secure and responsive, well-trimmed and quite spacious, but the ride is stiff and road noise pronounced. The new styling also robbed some cargo space and hurt the view out. A 2016 redesign made the Tucson one of the better small SUVs. The base 2.0-liter engine is slow and can feel strained; the 1.6-liter turbo is more powerful but vibrates at low speeds. Ride comfort, handling agility, and noise suppression are commendable.

Redesign/Freshening: 2005, 2010, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Hyundai Tucson								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	⌃	⌃⌃	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Engine Minor	*	*	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Engine Cooling	*	*	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Trans. Major	*	*	⌄	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Trans. Minor	*	*	–	⌄	⌃	⌃⌃	⌃⌃	⌃⌃	⌄⌄	⌄
Drive System	*	*	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	–	⌃⌃
Fuel System	*	*	⌃⌃	–	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Electrical	*	*	⌃⌃	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Climate Syst.	*	*	⌃⌃	–	⌃	–	⌃	–	–	⌃⌃
Suspension	*	*	⌃⌃	–	⌃⌃	⌃⌃	–	⌃⌃	⌃	⌃⌃
Brakes	*	*	⌃⌃	⌃	⌄	⌃	–	⌃⌃	⌃⌃	⌃⌃
Exhaust	*	*	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃	⌃⌃	⌃⌃
Paint/Trim	*	*	⌃	⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Noises & Leaks	*	*	⌃	⌄	⌃⌃	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃
Body Hardware	*	*	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Power Equip.	*	*	⌃	⌃	–	⌃	–	⌃⌃	⌃⌃	⌃⌃
In-Car Electr.	*	*	⌃⌃	⌃	⌃	–	⌃	–	⌃	⌃
Used-Car	*	*	⌃	⌃	⌃	⌃⌃	⌃	⌃⌃	⌄⌄	–

Prices

2008	$4,700 - $6,400
2009	$6,000 - $8,300
2010	$8,300 - $10,200
2011	$7,700 - $11,000
2012	$8,800 - $11,800
2013	$10,200 - $14,700
2014	$12,700 - $17,600
2015	$14,900 - $18,500
2016	$16,800 - $21,800
2017	$22,300 - $28,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Accept.	⌃⌃/⌃⌃	⌃⌃/⌃⌃
2009	Accept.	⌃⌃/⌃⌃	⌃⌃/⌃⌃
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	⌃/⌃	⌃⌃/⌃⌃
2013	Good	⌃/⌃	⌃⌃/⌃⌃
2014	Good	⌃/⌃	⌃⌃/⌃⌃
2015	Good	⌃/⌃	⌃⌃/⌃⌃
2016	Good	⌃⌃/⌃⌃	⌃⌃/⌃⌃
2017	Good	⌃⌃/⌃⌃	⌃⌃/⌃⌃

Hyundai Veloster

The sporty Veloster hatchback has three doors, with the right-side rear door improving access to the tight rear seat. The 1.6-liter four-cylinder engine delivers adequate power, and the precise manual shifter has low effort throws. A dual-clutch, six-speed automated manual and a conventional six-speed manual are available. Handling is responsive and secure. While the ride is quite stiff, it isn't punishing. Despite the split rear window, visibility to the rear is decent. Features include Pandora internet radio and the ability to send text messages via voice commands. A much quicker turbo version became available in 2013, with a strong 201-hp four-cylinder and a seven-speed automatic.

Redesign/Freshening: 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Hyundai Veloster								
	08	09	10	11	12	13	14	15	16	17
Engine, Major					⌃	⌃	*	*	*	*
Engine Minor					⌄	⌃	*	*	*	*
Engine Cooling					⌃⌃	⌃⌃	*	*	*	*
Trans. Major					⌃	⌃	*	*	*	*
Trans. Minor					⌃	⌃	*	*	*	*
Drive System					⌃	⌃⌃	*	*	*	*
Fuel System					⌃	⌄	*	*	*	*
Electrical					⌃⌃	⌃	*	*	*	*
Climate Syst.					⌄	⌄	*	*	*	*
Suspension					⌃⌃	⌃⌃	*	*	*	*
Brakes					⌄	⌃	*	*	*	*
Exhaust					⌃⌃	⌃	*	*	*	*
Paint/Trim					–	⌄	*	*	*	*
Noises & Leaks					–	⌄	*	*	*	*
Body Hardware					–	⌄	*	*	*	*
Power Equip.					⌄	⌃	*	*	*	*
In-Car Electr.					⌄	⌄	*	*	*	*
Used-Car					⌄	⌄	*	*	*	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	$8,900 - $8,900
2013	$10,200 - $11,700
2014	$11,400 - $13,600
2015	$12,900 - $15,200
2016	$13,900 - $17,000
2017	$14,700 - $20,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	⌃/⌃⌃	⌃⌃/⌃⌃
2015	Good	⌃/⌃⌃	⌃⌃/⌃⌃
2016	Good	⌃/⌃⌃	⌃⌃/⌃⌃
2017	Good	⌃/⌃⌃	⌃⌃/⌃⌃

Hyundai Veracruz

The seven-passenger Veracruz was essentially a stretched and more powerful Santa Fe. The 260-hp, 3.8-liter V6 is mated to a six-speed automatic. The powertrain was smooth and the ride comfortable, but suspension noise was evident. Handling was secure, but not particularly agile. Front-wheel drive was standard, with all-wheel drive available. The third-row seat folded into the floor in 50/50 sections, and the second row split in 60/40 sections. 2012 was the last model year for the Veracruz, replaced by the long-wheelbase three-row redesigned Santa Fe.

Redesign/Freshening: 2007.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Hyundai Veracruz									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	*	*	⏫	*					
Engine Minor	❗	*	*	⏬	*					
Engine Cooling	⏫	*	*	⏫	*					
Trans. Major	⏫	*	*	⏫	*					
Trans. Minor	🔼	*	*	⏫	*					
Drive System	⏬	*	*	🔼	*					
Fuel System	⏫	*	*	⏫	*					
Electrical	🔼	*	*	⏫	*					
Climate Syst.	🔼	*	*	❗	*					
Suspension	🔼	*	*	⏬	*					
Brakes	🔽	*	*	🔽	*					
Exhaust	🔼	*	*	⏫	*					
Paint/Trim	🔼	*	*	🔼	*					
Noises & Leaks	🔽	*	*	🔽	*					
Body Hardware	🔽	*	*	🔼	*					
Power Equip.	⏬	*	*	⏬	*					
In-Car Electr.	⏬	*	*	🔽	*					
Used-Car	❗	*	*	❗	*					

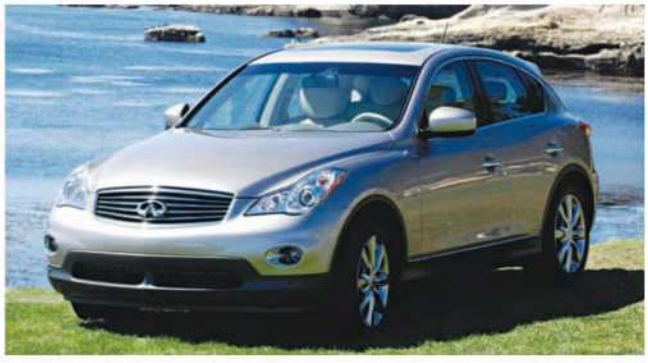
Prices

2008	$6,300 - $8,000
2009	$7,200 - $9,600
2010	$7,900 - $10,300
2011	$9,600 - $11,300
2012	$10,300 - $13,400
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/⏫	⏫/⏫
2009	Good	⏫/⏫	⏫/⏫
2010	Good	⏫/⏫	⏫/⏫
2011	Good	NT	NT
2012	Good	NT	NT
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Infiniti EX, QX50



The EX was introduced as a 2008 model and is Infiniti's offering in the small upscale SUV category. It's essentially a raised wagon version of the Infiniti G sedan, with which it shares a very nice powertrain. Like the G, the EX handles with agility, but this small pseudo-SUV is quieter and has a slightly more comfortable ride than its sedan sibling. The rear seat, however, is very snug and the cargo area is small. Styling compromised rear visibility somewhat. An optional lane-departure system beeps to remind drivers to keep the vehicle on course. Infiniti changed the EX name to QX50 from 2014 onward.

Redesign/Freshening: 2008, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Infiniti EX, QX50									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	🔼	*	⏫	*	*	*	*	*	⏫	*
Engine Minor	⏫	*	⏫	*	*	*	*	*	⏫	*
Engine Cooling	⏬	*	❗	*	*	*	*	*	⏫	*
Trans. Major	⏫	*	⏫	*	*	*	*	*	⏫	*
Trans. Minor	⏫	*	🔼	*	*	*	*	*	⏫	*
Drive System	⏫	*	⏫	*	*	*	*	*	⏫	*
Fuel System	🔼	*	🔼	*	*	*	*	*	⏫	*
Electrical	🔼	*	⏫	*	*	*	*	*	⏫	*
Climate Syst.	❗	*	⏫	*	*	*	*	*	⏫	*
Suspension	🔼	*	⏬	*	*	*	*	*	⏫	*
Brakes	🔼	*	⏬	*	*	*	*	*	⏫	*
Exhaust	❗	*	⏫	*	*	*	*	*	⏫	*
Paint/Trim	⏫	*	❗	*	*	*	*	*	🔼	*
Noises & Leaks	⏬	*	🔼	*	*	*	*	*	⏫	*
Body Hardware	⏫	*	⏫	*	*	*	*	*	⏫	*
Power Equip.	🔼	*	❗	*	*	*	*	*	❗	*
In-Car Electr.	⏬	*	⏫	*	*	*	*	*	🔽	*
Used-Car	🔼	*	🔼	*	*	*	*	*	🔼	*

Prices

2008	$8,800 - $10,400
2009	$9,900 - $11,400
2010	$11,000 - $12,700
2011	$12,100 - $13,900
2012	$14,700 - $16,700
2013	$17,000 - $19,400
2014	$21,000 - $23,500
2015	$23,000 - $25,500
2016	$27,100 - $28,900
2017	$29,500 - $31,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	🔼/🔼	⏫/⏫
2009	Good	🔼/🔼	⏫/⏫
2010	Good	🔼/🔼	⏫/⏫
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

WORSE — BETTER

Infiniti FX, QX70

The FX is a midsized SUV that drives more like a sports sedan. It has a strong, smooth V6, coupled with an excellent five-speed automatic, provides instant throttle response and impressive performance. The optional V8 is a strong engine. Unfortunately, the stiff ride transmits every bump to the passengers. The cabin feels snug, partly because of the high door sills and low roof. Rear visibility is poor, and the wide turning circle makes parking cumbersome. A 2009 redesign brought more powerful engines, a seven-speed automatic, and more high-tech safety gadgets. Responsive handling and an eager powertrain remained high points, but the snug cabin and impeded outward visibility carried over as well. Infiniti changed the FX name to QX70 from 2014 onward.

Redesign/Freshening: 2003, 2009, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Infiniti FX, QX70									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*
Used-Car	*	*	*	*	*	*	*	*	*	*

Prices

2008	$9,300 - $12,700
2009	$12,900 - $16,100
2010	$14,100 - $17,700
2011	$15,200 - $19,400
2012	$18,500 - $21,100
2013	$20,900 - $24,200
2014	$23,800 - $31,800
2015	$27,000 - $29,100
2016	$28,400 - $30,600
2017	$31,900 - $34,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/⏫	⏫/⏫
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Infiniti G, Q40 ✔ Good Bet

The G has a well-controlled ride, a quiet cabin, and a strong 3.5-liter V6 with an exceptionally smooth automatic. Routine handling was agile, but emergency handling could be tricky. The all-wheel-drive G35X is a very nice but fuel-thirsty car. A 2007 update significantly improved the interior and controls. A larger 3.7-liter V6 was added to the coupe for 2008, and the sedan a year later, when a seven-speed transmission was also made standard. We didn't think much of the convertible version that arrived in 2009. A less-costly G25, with a 2.5-liter V6 introduced in 2011, sacrifices a little acceleration but gets much better fuel economy. The G25 was discontinued in 2013. The sedan was redesigned in 2014 and renamed Q50. The old platform carried on for another year, with the sedan renamed Q40.

Redesign/Freshening: 2007, 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Infiniti G, Q40									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	⏫	⏫	⏫	⏫	⏫		⏫		
Engine Minor	⏫	⏫	⏫	⏫	🔼	⏫		⏫		
Engine Cooling	⏫	⏫	⏫	⏫	⏫	⏫		⏫		
Trans. Major	⏫	⏫	⏫	⏫	⏫	⏫		⏫		
Trans. Minor	⏫	🔼	⏫	🔼	🔼	🔼		⏫		
Drive System	🔼	⏫	⏫	🔼	🔼	⏫		⏫		
Fuel System	🔼	🔼	➖	⏫	⏫	⏫		⏫		
Electrical	⏫	⏫	🔼	⏫	⏫	⏫		⏫		
Climate Syst.	🔼	⏫	⏫	⏫	🔼	⏫		⏫		
Suspension	➖	🔼	🔼	🔼	🔼	➖		⏫		
Brakes	➖	🔼	🔼	➖	➖	🔽		⏫		
Exhaust	⏫	⏫	⏫	⏫	⏫	🔼		⏫		
Paint/Trim	➖	➖	🔼	⏫	🔼	🔼		⏫		
Noises & Leaks	➖	🔼	🔽	🔼	➖	➖		🔽		
Body Hardware	⏫	⏫	⏫	⏫	⏫	⏫		⏫		
Power Equip.	🔼	➖	⏫	➖	🔽	🔼		⏫		
In-Car Electr.	⏫	⏫	➖	🔽	🔼	🔼		🔼		
Used-Car	🔼	⏫	⏫	⏫	➖	🔼		⏫		

Prices

2008	$8,800 - $9,000
2009	$9,3000 - $10,500
2010	$10,200 - $11,500
2011	$10,400 - $14,200
2012	$11,300 - $16,400
2013	$18,000 - $21,400
2014	-
2015	$18,200 - $18,700
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⏫/🔼	⏫/⏫
2009	Good	⏫/🔼	⏫/⏫
2010	Good	⏫/🔼	⏫/⏫
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	-	-	-
2015	NT	NT	NT
2016	-	-	-
2017	-	-	-

Infiniti JX, QX60

An SUV large enough for three rows of seating without the bulk of a full-size model, the JX offers a spacious, quiet, luxurious, and well-finished interior with room for seven. It has a comfortable ride but handling lacks agility. Power comes from a 265-hp, 3.5-liter V6 paired with a continuously variable transmission. This powertrain delivers smooth and adequate acceleration and returned 19 mpg overall on premium fuel, but towing capacity is a low 3,500 pounds. A family-friendly feature is the ability to gain access to the third row even with a child seat installed in the second row. Infiniti changed the JX name to QX60 from 2014 onward.

Redesign/Freshening: 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Infiniti JX, QX60								
	08	09	10	11	12	13	14	15	16	17
Engine, Major						⇈	⇈	⇈	⇈	*
Engine Minor						⇈	⇈	!	⇈	*
Engine Cooling						⇈	⇈	⇈	⇈	*
Trans. Major						⌃	⇊	!	⇈	*
Trans. Minor						!	⇊	!	⇈	*
Drive System						!	⌄	!	⇈	*
Fuel System						⌃	⌃	⇈	⇈	*
Electrical						⇈	⇈	⌃	⇈	*
Climate Syst.						⇊	⇈	!	⇈	*
Suspension						⌃	⌄	⇈	⌃	*
Brakes						⌄	⇊	!	⇈	*
Exhaust						⇈	⇈	⇈	⇈	*
Paint/Trim						⇊	⇊	⇊	⇈	*
Noises & Leaks						⇈	⇊	⇊	⌃	*
Body Hardware						⌃	⌄	⌄	⇈	*
Power Equip.						⌄	⇊	!	⇈	*
In-Car Electr.						⇊	⌃	!	⌄	*
Used-Car						⌄	⇊	⇊	⇈	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	$20,100 - $21,200
2014	$24,000 - $26,800
2015	$27,700 - $30,400
2016	$31,000 - $32,700
2017	$36,000 - $37,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	Good	⇈/!	⇈/⇈
2014	Good	⌃/⇈	⇈/⇈
2015	Good	⌃/⇈	⇈/⇈
2016	Good	⌃/⇈	⇈/⇈
2017	Good	⌃/⇈	⇈/⇈

Infiniti M, Q70 ✔ Good Bet

The Infiniti M is a very capable rear- and all-wheel-drive sedan with a comfortable interior and a choice of V6 or V8 power, positioned to take on the BMW 5 Series and Mercedes-Benz E-Class at a lower price. Ride and handling were good, and the M was capable whether cruising on the highway or hustling along twisty country roads. The interior is plush and well constructed. Quick, quiet, and roomy, the 2011 redesign also scored well. A not-so-impressive hybrid version was also introduced. Infiniti changed the M name to Q70 from 2014 onward. It's a roomy, fairly agile, and powerful car, although it is short on ultimate refinement.

Redesign/Freshening: 2006, 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Infiniti M, Q70								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	*	*	⇈	⌃	⇈	*	⇈	*	*
Engine Minor	⌄	*	*	⇈	⇈	⇈	*	⇈	*	*
Engine Cooling	⇊	*	*	⇈	⇈	⇈	*	⇈	*	*
Trans. Major	⇈	*	*	⇈	⇈	⇈	*	⇈	*	*
Trans. Minor	⌃	*	*	⇈	⇈	⇈	*	⇈	*	*
Drive System	⌃	*	*	⇈	⇈	⇈	*	⇈	*	*
Fuel System	⇈	*	*	⇈	⇈	⇈	*	⇈	*	*
Electrical	⌃	*	*	⇈	⇈	⇈	*	⇈	*	*
Climate Syst.	!	*	*	⇈	!	⌃	*	⇈	*	*
Suspension	⇈	*	*	⌃	!	!	*	⌃	*	*
Brakes	!	*	*	!	⌃	⇈	*	⇈	*	*
Exhaust	!	*	*	⇈	⇈	⇈	*	⇈	*	*
Paint/Trim	⌄	*	*	⇈	!	⌃	*	⌃	*	*
Noises & Leaks	!	*	*	⇈	⇈	⇊	*	!	*	*
Body Hardware	⇈	*	*	⇈	!	⌄	*	⇈	*	*
Power Equip.	!	*	*	⌄	⇊	!	*	⇈	*	*
In-Car Electr.	⌃	*	*	!	⇊	⇈	*	⇈	*	*
Used-Car	⌃	*	*	⌃	!	⇈	*	⇈	*	*

Prices

2008	$9,100 - $10,500
2009	$10,000 - $11,900
2010	$10,800 - $13,200
2011	$14,300 - $15,200
2012	$14,100 - $19,200
2013	$18,900 - $24,300
2014	$22,600 - $26,300
2015	$26,500 - $33,600
2016	$30,500 - $38,400
2017	$33,900 - $39,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	⇈/!	⌃/⇈
2012	Good	⇈/!	⌃/⇈
2013	Good	⇈/⌃	⇈/⇈
2014	Good	⇈/⌃	⇈/⇈
2015	Good	⇈/⌃	⇈/⇈
2016	Good	⇈/⌃	⇈/⇈
2017	Good	⇈/⌃	NT

Infiniti Q50

While the Q50 is quick, an underwhelming driving experience limits its sporty credentials. On the luxury front, fit and finish, ride comfort, and noise isolation aren't impressive. Handling is lackluster, mostly due to the dull steering. Ride comfort is unsettled and suffers from the run-flat tires. The punchy powertrain isn't a model of refinement and fuel economy is not impressive. For the class, the cabin is quite roomy and the rear seat is hospitable, but the front seat has a short cushion. Even more frustrating is the agonizingly slow-responding touchscreen interface.

Redesign/Freshening: 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Infiniti Q50								
	08	09	10	11	12	13	14	15	16	17
Engine, Major							⇈	⇈	⇈	*
Engine Minor							⇈	⇈	⇈	*
Engine Cooling							⇈	⇈	⇈	*
Trans. Major							⇈	⇈	⇈	*
Trans. Minor							⇈	⇈	⇈	*
Drive System							⇈	↑	!	*
Fuel System							⇈	⇈	⇈	*
Electrical							⇈	⇈	⇈	*
Climate Syst.							↑	↑	⇈	*
Suspension							↑	⇈	⇈	*
Brakes							↑	⇊	!	*
Exhaust							⇈	⇈	⇈	*
Paint/Trim							⇈	⇈	⇈	*
Noises & Leaks							⇈	↑	⇈	*
Body Hardware							⇈	⇈	!	*
Power Equip.							⇈	↑	!	*
In-Car Electr.							⇊	⇊	⇊	*
Used-Car							⇈	⇊	⇊	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	$19,600 - $24,100
2015	$21,700 - $26,700
2016	$22,800 - $33,900
2017	$25,500 - $39,900

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	Good	↑/!	⇈/⇈
2015	Good	↑/!	⇈/⇈
2016	Good	NT	⇈/⇈
2017	Good	NT	NT

Infiniti QX56, QX80

Infiniti's version of the big Nissan Armada SUV includes a more luxurious interior with standard navigation and optional DVD entertainment systems. The V8 in our tested Armada was smooth and powerful, linked to a slick five-speed automatic. These SUVs feature an independent rear suspension, and handling is responsive for a vehicle this large and tall. Before 2011 the ride as stiff and engine noise pronounced. The interior is spacious, but the third-row seat is small. 2008 brought some updates to the interior. The 2011 redesign moved to a new platform, and the SUV became a plush luxury liner with a quiet, well-equipped cabin and supple, steady ride. A high step-in, ungainly handling, and just 15 mpg overall are detriments. Infiniti changed the name to QX80 in 2014.

Redesign/Freshening: 2004, 2011, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Infiniti QX56, QX80								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*
Used-Car	*	*	*	*	*	*	*	*	*	*

Prices

2008	$12,200 - $13,400
2009	$15,000 - $16,200
2010	$16,400 - $17,500
2011	$23,200 - $24,300
2012	$26,800 - $27,900
2013	$31,300 - $32,500
2014	$36,800 - $38,800
2015	$43,600 - $45,800
2016	$46,400 - $56,300
2017	$45,300 - $55,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Jaguar XF

Jaguar's mid-level XF arrived for 2009 to replace the S-Type. It brought first-rate handling and a comfortable, compliant ride. The cabin is relatively snug, but beautifully finished, with a near-bespoke quality. However, the low-slung styling takes a toll on cabin access, visibility, and headroom, and the controls are needlessly complicated, particularly the fussy, slow-reacting touchscreen. The old S-Type sedan shared its rear-drive platform with the Lincoln LS. We found the ride supple and controlled. The optional V8 was strong and smooth, the V6 less so. The interior was a bit tight and the trunk was tiny. Overall, the driving experience was more run-of-the-mill than luxurious. The redesigned 2016 XF is one of the sportiest mid-sized luxury sedans.

Redesign/Freshening: 2009, 2013, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Jaguar XF								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*
Used-Car	*	*	*	*	*	*	*	*	*	*

Prices

2008	-
2009	$9,100 - $9,400
2010	$9,800 - $13,300
2011	$11,100 - $17,600
2012	$14,400 - $22,900
2013	$16,000 - $40,000
2014	$19,200 - $45,100
2015	$22,900 - $53,900
2016	$29,200 - $41,000
2017	$28,900 - $40,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Jaguar XJ

For a large luxury car the XJ has always had a rather tight cabin, albeit one replete with plush leather and wood trim. The front seats are nicely shaped, but cramped. Long-wheelbase models comfortably hold three in the rear seat. Handling was fairly nimble, and the ride comfortable. The 2011 redesign transformed the car, giving it graceful and nimble handling, and a comfortable, supple ride. It is truly a fun-to-drive sports sedan, and offered a range of powerful V8s. We liked the power and the plush appointments inside the quiet interior, but we were unimpressed with the complex, slow-acting touch-screen control interface. Headroom is a little skimpy and the trunk is small for such a large sedan.

Redesign/Freshening: 2004, 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Jaguar XJ								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*		*
Used-Car	*	*	*	*	*	*	*	*	*	*

Prices

2008	$8,200 - $14,800
2009	$10,200 - $17,300
2010	$13,500 - $20,500
2011	$16,900 - $22,100
2012	$20,500 - $21,900
2013	$23,500 - $27,900
2014	$28,400 - $46,600
2015	$33,600 - $43,200
2016	$51,700 - $82,200
2017	$67,600 - $84,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

WORSE BETTER

Jaguar XK

The stylish XK coupe and convertible deftly blend traditional wood-and-leather luxury with satisfying athleticism. For 2007, the XK was redesigned with an all-aluminum body. The aluminum structure in the convertible is free of typical convertible body-flex problems. Handling is quite nimble considering the comfortable ride, and the strong V8 engines and six-speed automatic are smooth and muscular. The supple, controlled ride is gracious, befitting the brand. The cabin is furnished with plenty of wood and aromatic leather. Two kids can fit in the small rear seats. Although most competitors used a folding hardtop, the Jaguar sticks to a cloth one, which provides good noise insulation and lets the car retain a decent trunk. Rear visibility is a challenge, however. The touch screen infotainment system is very slow. 2015 was the last year for the XK.

Redesign/Freshening: 1997, 2007.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Jaguar XK								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*		
Engine Minor	*	*	*	*	*	*	*	*		
Engine Cooling	*	*	*	*	*	*	*	*		
Trans. Major	*	*	*	*	*	*	*	*		
Trans. Minor	*	*	*	*	*	*	*	*		
Drive System	*	*	*	*	*	*	*	*		
Fuel System	*	*	*	*	*	*	*	*		
Electrical	*	*	*	*	*	*	*	*		
Climate Syst.	*	*	*	*	*	*	*	*		
Suspension	*	*	*	*	*	*	*	*		
Brakes	*	*	*	*	*	*	*	*		
Exhaust	*	*	*	*	*	*	*	*		
Paint/Trim	*	*	*	*	*	*	*	*		
Noises & Leaks	*	*	*	*	*	*	*	*		
Body Hardware	*	*	*	*	*	*	*	*		
Power Equip.	*	*	*	*	*	*	*	*		
In-Car Electr.	*	*	*	*	*	*	*	*		
Used-Car	*	*	*	*	*	*	*	*		

Prices

2008	$10,300 - $16,100
2009	$12,400 - $19,200
2010	$15,300 - $22,600
2011	$17,900 - $28,600
2012	$22,100 - $50,700
2013	$24,100 - $53,900
2014	$31,900 - $65,400
2015	$44,400 - $77,100
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	-	-	-
2017	-	-	-

Jeep Cherokee

This small SUV could be a contender, but the Dart-based Cherokee is too underdeveloped and unrefined. If you have your heart set on one, get the 3.2-liter V6 in Limited trim. The 2.4-liter four-cylinder is slow and gets lousy fuel economy for the class at just 22 mpg overall. The nine-speed automatic is not all that responsive or refined. Handling is competent, but short on agility and the ride is jittery. It's a quiet SUV, with a comfortable backseat and a state-of-the-art infotainment system. Limited trims can be equipped with many high-end features. The Trailhawk is very capable off-road, and the V6 can tow an impressive 4,500 pounds.

Redesign/Freshening: 2014, 2019.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; AWD; Front.

Reliability History

Trouble Spots	Jeep Cherokee								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	$12,300 - $21,000
2015	$14,400 - $22,600
2016	$16,500 - $27,100
2017	$18,800 - $28,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Jeep Compass

The Compass is a small, cramped SUV that shares a platform with the Dodge Caliber and the Jeep Patriot. The larger of its two engine choices, a 172-hp, 2.4-liter, four-cylinder, is sluggish and noisy. The continuously variable transmission works well and contributes to its respectable 22 mpg overall. A 2.0-liter engine is also available. Front-wheel drive is standard and all-wheel drive is optional. The ride is acceptable, but handling lacks agility. The Compass seats five and has 60/40 folding rear seats. Curtain air bags and stability control with electronic roll mitigation are standard. Interior quality suffers from cheap plastics and sharp, unfinished edges and wide rear roof pillars impede the view aft.

Redesign/Freshening: 2007, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; AWD; Front.

Reliability History

Trouble Spots	Jeep Compass								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	⏫	*	*	*
Engine Minor	*	*	*	*	*	*	⚠	*	*	*
Engine Cooling	*	*	*	*	*	*	⏫	*	*	*
Trans. Major	*	*	*	*	*	*	⏫	*	*	*
Trans. Minor	*	*	*	*	*	*	⏫	*	*	*
Drive System	*	*	*	*	*	*	⏫	*	*	*
Fuel System	*	*	*	*	*	*	⏬	*	*	*
Electrical	*	*	*	*	*	*	⏫	*	*	*
Climate Syst.	*	*	*	*	*	*	⏫	*	*	*
Suspension	*	*	*	*	*	*	🔼	*	*	*
Brakes	*	*	*	*	*	*	⏬	*	*	*
Exhaust	*	*	*	*	*	*	⏫	*	*	*
Paint/Trim	*	*	*	*	*	*	⏬	*	*	*
Noises & Leaks	*	*	*	*	*	*	⚠	*	*	*
Body Hardware	*	*	*	*	*	*	⚠	*	*	*
Power Equip.	*	*	*	*	*	*	🔼	*	*	*
In-Car Electr.	*	*	*	*	*	*	⏫	*	*	*
Used-Car	*	*	*	*	*	*	🔽	*	*	*

Prices

2008	$4,800 - $6,000
2009	$5,200 - $7,200
2010	$5,900 - $8,300
2011	$7,400 - $10,600
2012	$8,400 - $11,400
2013	$9,500 - $14,100
2014	$10,600 - $15,700
2015	$12,700 - $17,100
2016	$13,900 - $16,600
2017	$15,400 - $18,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	🔼/🔼	🔼/🔼
2009	Good	🔼/🔼	🔼/🔼
2010	NT	🔼/🔼	🔼/🔼
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	⚠/⚠	🔼/🔽
2014	NT	⚠/⚠	🔼/🔼
2015	NT	⚠/⚠	NT
2016	NT	⚠/⚠	NT
2017	Good	NT	NT

Jeep Grand Cherokee

A 2005 redesign brought the Grand Cherokee an independent front suspension and other improvements, but the ride remained too buoyant, rear-seat space was tight, and interior fit and finish was so-so. Engines ranged from a lackluster 3.7-liter V6 to the 5.7-liter V8. The 4.7-liter V8 is punchy, refined, and relatively fuel-efficient. The 2011 redesign was a transformation, bringing a much better and more upscale vehicle with a fully independent suspension, modern cabin electronics, good handling and ride, attractive fit and finish, and comfortable seats. The refined 3.6-liter V6 returned 18 mpg overall. The 5.7-liter V8 is strong, but returned just 14 mpg overall. We got 24 mpg overall with the diesel. The Uconnect infotainment system is one of the best in the industry.

Redesign/Freshening: 2005, 2011, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; AWD; Rear.

Reliability History

Trouble Spots	Jeep Grand Cherokee								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	⏫	⏫	🔼	🔽	⏫	⏫	⏫	⏫	⏫
Engine Minor	⏬	🔼	🔼	⚠	🔼	⏫	🔼	⏫	⏫	🔼
Engine Cooling	🔼	🔼	🔼	⚠	🔼	⚠	⏫	⏫	⏫	⏫
Trans. Major	⚠	🔼	🔼	⏫	⏫	🔼	⏫	⏫	⏫	⏫
Trans. Minor	⚠	🔼	🔼	⏫	🔼	⏬	⏬	⏬	🔼	🔼
Drive System	⏬	⏬	🔼	⚠	⏫	⏫	🔽	⚠	🔼	⏫
Fuel System	🔼	⚠	🔽	🔼	🔼	🔼	⚠	🔼	⏫	⏫
Electrical	🔽	🔼	⏫	🔼	🔼	🔼	⏫	⏫	⏫	⏫
Climate Syst.	⚠	🔽	⏬	⏬	⏬	⏫	⚠	⏫	⏫	⏫
Suspension	🔼	⏫	🔼	⏬	⚠	⚠	⚠	⏫	⏫	⏫
Brakes	⏫	🔼	⏫	🔼	🔼	🔼	🔼	⏫	⏫	⏫
Exhaust	🔼	🔼	🔼	⏫	⏫	⏫	🔼	⏫	⏫	⏫
Paint/Trim	🔽	⏫	⚠	🔼	🔼	⏫	🔼	🔼	🔼	⏫
Noises & Leaks	⚠	⏫	🔽	⚠	🔼	🔼	🔼	🔼	🔼	🔼
Body Hardware	⏫	⏫	🔼	🔽	🔼	🔼	⏫	⏫	⏫	⏫
Power Equip.	⚠	⚠	⏬	⏬	⏬	⏬	🔽	🔽	⚠	⏫
In-Car Electr.	⚠	🔽	⚠	⏬	⚠	🔽	⏬	🔽	⚠	🔼
Used-Car	⚠	🔼	⚠	⏬	🔽	⏬	⏬	⏬	🔽	⚠

Prices

2008	$6,900 - $19,400
2009	$7,500 - $21,000
2010	$9,600 - $24,000
2011	$12,400 - $17,000
2012	$14,200 - $31,900
2013	$16,200 - $35,700
2014	$18,000 - $40,000
2015	$21,200 - $46,900
2016	$23,000 - $52,400
2017	$25,500 - $42,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	🔼/🔼	🔼/🔼
2009	Good	🔼/🔼	🔼/🔼
2010	Good	🔼/🔼	🔼/🔼
2011	Good	🔼/🔼	🔼/🔼
2012	Good	🔼/🔼	🔼/🔼
2013	Good	🔼/🔼	🔼/🔼
2014	Good	🔼/🔼	🔼/🔼
2015	Good	🔼/🔼	🔼/🔼
2016	Good	🔼/🔼	🔼/🔼
2017	Good	🔼/🔼	🔼/🔼

WORSE — BETTER

Jeep Liberty

The Liberty underwent a redesign for 2008, which gave it a boxier look but few little improvement to its driving dynamics, and it remained noisy and cramped. This version of the Liberty actually scores worse than its predecessor and was the lowest-rated vehicle in its category for the time. Its ride is unsettled and handling is clumsy. The sole engine offering was a noisy 3.7-liter, 210-hp V6 that felt sluggish at times and guzzles gas, but delivers adequate performance. The cramped interior is uncomfortable and sloppily finished. To its credit however, the Jeep does tow and it can tackle tough off road terrain. Another advantage was an optional full-time four-wheel drive system. 2012 was the last year for the Liberty. It was replaced by the new Cherokee in 2014.

Redesign/Freshening: 2002, 2008.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Jeep Liberty								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	↑	*	*	*	⇈					
Engine Minor	!	*	*	*	↑					
Engine Cooling	!	*	*	*	!					
Trans. Major	!	*	*	*	⇈					
Trans. Minor	⇊	*	*	*	⇈					
Drive System	⇊	*	*	*	↑					
Fuel System	↑	*	*	*	⇈					
Electrical	⇈	*	*	*	↑					
Climate Syst.	⇊	*	*	*	↑					
Suspension	!	*	*	*	↑					
Brakes	⇊	*	*	*	↓					
Exhaust	↓	*	*	*	↑					
Paint/Trim	↑	*	*	*	↑					
Noises & Leaks	↓	*	*	*	↓					
Body Hardware	↓	*	*	*	⇈					
Power Equip.	!	*	*	*	↓					
In-Car Electr.	⇈	*	*	*	!					
Used-Car	↓	*	*	*	!					

Prices

2008	$5,900 - $8,100
2009	$6,700 - $9,200
2010	$7,500 - $10,300
2011	$8,400 - $11,700
2012	$9,700 - $14,800
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	⇈/⇈
2009	Good	⇈/⇈	⇈/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	Good	NT	NT
2012	Good	!/↓	⇈/⇈
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Jeep Patriot

Jeep's Patriot small SUV is related to the Compass and Dodge Caliber, but has a more upright body. It uses the same 2.0- and 2.4-liter, four-cylinder engines found in the Caliber, which we found slow and noisy. Ride and handling are acceptable, but not impressive. Interior fit and finish is sub par. The narrow cabin and small windows give a closed-in feel. The Patriot is not designed for serious off-roading but should be capable for the occasional trail excursion. An optional off-road package has a hill-descent system and an extra low gear in the CVT. Five-speed manual and CVT transmissions are offered. 2009 models received some updates but not enough to lift this car from mediocrity.

Redesign/Freshening: 2007.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; Front.

Reliability History

Trouble Spots	Jeep Patriot								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	⇈	⇈	⇈	*
Engine Minor	*	*	*	*	*	*	!	↑	⇈	*
Engine Cooling	*	*	*	*	*	*	⇈	⇈	⇈	*
Trans. Major	*	*	*	*	*	*	↑	⇈	⇈	*
Trans. Minor	*	*	*	*	*	*	↓	⇈	⇈	*
Drive System	*	*	*	*	*	*	↑	⇈	↑	*
Fuel System	*	*	*	*	*	*	↑	↑	⇈	*
Electrical	*	*	*	*	*	*	!	⇈	⇈	*
Climate Syst.	*	*	*	*	*	*	⇈	⇈	↑	*
Suspension	*	*	*	*	*	*	↓	↑	⇈	*
Brakes	*	*	*	*	*	*	!	!	↑	*
Exhaust	*	*	*	*	*	*	⇈	⇈	⇈	*
Paint/Trim	*	*	*	*	*	*	↑	!	↑	*
Noises & Leaks	*	*	*	*	*	*	⇊	↓	↑	*
Body Hardware	*	*	*	*	*	*	⇊	↑	⇈	*
Power Equip.	*	*	*	*	*	*	↓	⇊	↑	*
In-Car Electr.	*	*	*	*	*	*	!	⇈	⇈	*
Used-Car	*	*	*	*	*	*	⇊	!	*	*

Prices

2008	$4,000 - $6,500
2009	$4,700 - $7,100
2010	$5,300 - $8,300
2011	$6,300 - $9,700
2012	$7,400 - $11,400
2013	$8,100 - $13,500
2014	$10,000 - $15,900
2015	$11,600 - $17,300
2016	$13,500 - $17,000
2017	$15,400 - $18,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	↑/⇈	⇈/⇈
2009	Good	↑/⇈	⇈/⇈
2010	Good	↑/⇈	⇈/⇈
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	!/↑	⇈/⇈
2014	Good	!/↑	⇈/⇈
2015	Good	!/↑	NT
2016	Good	!/↑	⇈/⇈
2017	Good	!/↑	⇈/⇈

Jeep Renegade

Built in Italy, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was 24 mpg overall. Handling is uninspiring, and the ride is unremarkable. Idle vibration and an overly touchy brake pedal also mar the driving experience. Depending on options, the Renegade offers traditional Jeep features such as some off-road ability in the Trailhawk version and open-air driving via its optional removable sunroofs. Optional safety features include forward-collision and lane-departure warning, blind-spot monitoring, rear cross-path detection, and a backup camera. Chrysler's Uconnect infotainment system is available.

Redesign/Freshening: 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Jeep Renegade									
	08	09	10	11	12	13	14	15	16	17
Engine, Major								↑	⇈	*
Engine Minor								⇈	⇈	*
Engine Cooling								⇈	⇈	*
Trans. Major								⇈	⇈	*
Trans. Minor								⇊	⇈	*
Drive System								!	⇈	*
Fuel System								⇈	↑	*
Electrical								!	⇈	*
Climate Syst.								⇈	⇈	*
Suspension								⇈	↑	*
Brakes								!	⇈	*
Exhaust								⇈	⇈	*
Paint/Trim								⇈	⇈	*
Noises & Leaks								↑	⇈	*
Body Hardware								⇈	⇈	*
Power Equip.								↓	⇊	*
In-Car Electr.								⇊	↓	*
Used-Car								⇊	↓	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	$13,700 - $19,400
2016	$15,300 - $20,400
2017	$17,400 - $21,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	Good	NT	NT
2016	Good	↑/↑	⇈/!
2017	Good	↑/↑	⇈/!

Jeep Wrangler

The Wrangler is an off-road champ, but on road it delivers a choppy ride, numb and slow steering, and clumsy handling. Noise is loud and constant. A long-wheelbase Unlimited model was added for 2005, bringing more cargo space and slightly more legroom in the back seat. Otherwise, the ride was still dreadful and the steering imprecise. For 2007 a redesigned and more civilized Wrangler arrived. Ride and handling improved some, but low cornering limits and vague steering remained. Its 3.8-liter V6 lacked punch and returned just 15 mpg overall. A much better 3.6-liter V6 and a five-speed automatic arrived for 2012, and returned 17 mpg overall. Off-road capability remains impressive, particularly in Rubicon trim. But cabin access is a challenge and the interior is crude.

Redesign/Freshening: 1997, 2007, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Jeep Wrangler									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	↑	⇈	↑	!	⇈	↑	⇈	⇈	⇈
Engine Minor	⇊	↑	⇈	⇊	⇈	⇈	!	⇈	⇈	⇈
Engine Cooling	↓	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	!	⇊	!	↑	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇊	↓	⇈	⇊	⇈	⇈	⇈	↑	⇈	⇈
Drive System	↓	⇊	!	↓	⇊	↓	⇈	↑	⇈	⇈
Fuel System	⇊	↓	↑	!	↑	⇈	⇈	⇈	↑	⇈
Electrical	!	↑	↑	↑	↑	⇈	⇈	⇈	⇈	⇈
Climate Syst.	⇈	⇈	⇈	↑	↓	!	!	⇈	⇈	⇈
Suspension	⇊	↓	↓	↑	↓	↓	↑	⇈	⇈	⇈
Brakes	↓	!	!	↑	⇊	↓	↑	⇈	⇈	↑
Exhaust	!	⇈	⇈	!	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↓	⇈	⇈	↑	↓	↑	⇈	↑	⇈	⇈
Noises & Leaks	⇊	⇊	↑	⇊	⇊	⇊	⇊	↓	↓	↑
Body Hardware	↑	⇈	⇈	⇈	↓	!	↑	⇈	⇈	↑
Power Equip.	!	↑	↑	↓	⇊	↓	↓	!	⇈	⇈
In-Car Electr.	↓	⇈	⇈	!	!	↓	↓	⇊	!	⇈
Used-Car	↓	↓	↑	↓	⇊	↓	↓	↓	!	!

Prices

2008	$11,900 - $17,400
2009	$13,100 - $19,300
2010	$14,400 - $21,900
2011	$15,900 - $23,500
2012	$17,600 - $27,600
2013	$19,200 - $29,900
2014	$22,000 - $33,000
2015	$23,500 - $34,800
2016	$24,500 - $36,600
2017	$26,000 - $38,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⇈/⇈	NT
2009	Good	⇈/⇈	NT
2010	Good	⇈/⇈	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	!/↓	NT

WORSE — BETTER

Kia Cadenza

The Cadenza is a competent and credible competitor among large sedans. There's a lot of content here, including a luxurious, quiet interior, a roomy backseat, responsive handling, and a comfortable ride. The 293-hp, 3.3-liter V6 engine and standard six-speed automatic combine to make a slick powertrain that delivers a competitive 22 mpg overall. Controls are refreshingly easy to use. A host of electronic safety aids are available, but some of the most useful ones are bundled into expensive options packages.

Redesign/Freshening: 2014, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Kia Cadenza								
	08	09	10	11	12	13	**14**	15	16	**17**
Engine, Major							⌃	⌃⌃	*	*
Engine Minor							⌃	⌃⌃	*	*
Engine Cooling							⌃⌃	⌃⌃	*	*
Trans. Major							⌃⌃	⌃⌃	*	*
Trans. Minor							⌃⌃	⌃⌃	*	*
Drive System							⌃⌃	⌃⌃	*	*
Fuel System							⌃⌃	⌃⌃	*	*
Electrical							⌃⌃	⌃	*	*
Climate Syst.							⌃⌃	⌃⌃	*	*
Suspension							⌃⌃	⌃⌃	*	*
Brakes							⌃	⌃⌃	*	*
Exhaust							⌃⌃	⌃⌃	*	*
Paint/Trim							⌃⌃	⌄	*	*
Noises & Leaks							!	⌃	*	*
Body Hardware							⌃⌃	⌄	*	*
Power Equip.							⌃	⌃⌃	*	*
In-Car Electr.							⌃	⌃⌃	*	*
Used-Car							⌃⌃	⌃	*	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	$16,500 - $16,800
2015	$18,200 - $19,700
2016	$19,700 - $22,400
2017	$23,800 - $27,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Kia Forte

The compact Forte replaced the mediocre Spectra for 2010. It's quicker, with a 156-hp 2.0-liter engine, and is also roomier, safer, and more refined. The Forte offers a host of impressive features such as Bluetooth. It also got excellent mileage of 28 mpg. Its IIHS crash-test performance was good. The car was available as a coupe or a hatchback, and offered an optional 2.4-liter. While a big improvement, it still ranks below the class leaders. Fuel economy improvements were instituted for 2015 models, while changes for 2016 included an optional rearview camera, along with standard keyless entry and heated mirrors.

Redesign/Freshening: 2010, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Kia Forte								
	08	09	**10**	11	12	13	**14**	15	16	17
Engine, Major			⌄	⌄	!	⌃	⌃⌃	⌃⌃	⌃⌃	*
Engine Minor			!	⌃	⌃	⌃	⌃⌃	⌃⌃	⌃⌃	*
Engine Cooling			⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*
Trans. Major			⌃⌃	⌃⌃	⌃	⌃	⌃⌃	⌃⌃	⌃⌃	*
Trans. Minor			⌃⌃	⌃⌃	!	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*
Drive System			⌃⌃	⌃⌃	!	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*
Fuel System			⌃	⌃	⌃	⌃⌃	⌃⌃	⌃	⌃⌃	*
Electrical			⌃⌃	⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*
Climate Syst.			⌄	!	!	⌄	⌃⌃	⌃⌃	⌃⌃	*
Suspension			⌃⌃	!	⌄	⌃	⌃	⌃⌃	⌃⌃	*
Brakes			!	⌃⌃	⌄	⌃	⌃	⌃	⌃⌃	*
Exhaust			⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*
Paint/Trim			⌃	⌃	⌃⌃	⌃⌃	!	⌃	⌃	*
Noises & Leaks			!	⌄	⌃	⌃⌃	!	⌃⌃	⌃⌃	*
Body Hardware			⌃⌃	⌃	⌃⌃	⌃⌃	⌃	⌃⌃	⌃	*
Power Equip.			⌄	!	⌃⌃	⌃⌃	!	!	⌃⌃	*
In-Car Electr.			⌄	⌃	⌃	⌃	⌄	⌃⌃	!	*
Used-Car			⌃	⌃	⌄	⌃	⌃	⌃	⌃	*

Prices

2008	-
2009	-
2010	$4,900 - $6,600
2011	$5,500 - $7,700
2012	$6,000 - $8,500
2013	$7,000 - $9,600
2014	$9,200 - $11,800
2015	$10,500 - $13,300
2016	$11,500 - $12,600
2017	$13,600 - $17,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	Good	⌃⌃/⌃⌃	⌃⌃/⌃
2011	Good	⌃⌃/!	!/⌃⌃
2012	Good	⌃⌃/!	!/⌃⌃
2013	Good	⌃⌃/!	!/⌃⌃
2014	Good	⌃⌃/⌄	⌃/⌃⌃
2015	Good	⌃/⌃	⌃⌃/⌃⌃
2016	Good	⌃/⌃	⌃⌃/⌃⌃
2017	Good	⌃/⌃	⌃⌃/⌃⌃

Kia Optima

The midsized Optima shares a platform with the Hyundai Sonata. The 2006 redesign maintained the comfortable, quiet cabin and composed ride. Though not agile, handling was better. ABS and ESC were common with the EX, rare in the LX. The 3.3-liter V6 is responsive and averaged 21 mpg, while the four-cylinder engine averaged 26 mpg, which was very good. A major redesign for 2011 made the Optima much better, with nimble handling but a rather stiff ride. The up-level engine, a lively turbocharged four-cylinder, returned a respectable 24 mpg but less refined than a V6. The base 2.4-liter four-cylinder performs well. An unrefined hybrid is offered too. The coupe-like styling detracts from rear visibility and rear-seat access.

Redesign/Freshening: 2006, 2011, 2016.
Safety Equipment: ABS available, standard from 2009. ESC available, standard from 2010. Side air bags and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Kia Optima								
	08	09	10	**11**	12	13	14	15	**16**	17
Engine, Major	*	⇈	*	⇊	⇈	↓	⇈	⇈	⇈	⇈
Engine Minor	*	↓	*	!	!	↑	⇈	⇈	⇈	⇈
Engine Cooling	*	⇈	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	*	↑	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	*	↓	*	⇈	⇈	⇈	⇈	↑	⇈	⇈
Drive System	*	⇈	*	⇈	⇈	⇈	⇈	↑	⇈	⇈
Fuel System	*	↑	*	↓	⇈	↑	⇈	⇈	⇈	⇈
Electrical	*	⇈	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	*	↑	*	↓	!	↑	⇈	⇈	⇈	⇈
Suspension	*	↑	*	⇊	⇊	!	⇈	↑	⇈	⇈
Brakes	*	⇊	*	⇈	↑	⇈	⇈	↑	⇈	⇈
Exhaust	*	⇈	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	*	!	*	⇈	↑	!	⇈	⇈	⇈	⇈
Noises & Leaks	*	⇈	*	↑	↑	↑	↑	↑	⇈	⇈
Body Hardware	*	⇊	*	↑	⇈	⇈	↑	⇈	⇈	⇈
Power Equip.	*	!	*	↓	↑	!	!	↑	⇈	⇈
In-Car Electr.	*	⇊	*	⇊	⇊	!	↑	!	↑	⇈
Used-Car	*	↑	*	↓	!	!	⇈	↑	!	⇈

Prices

2008	$4,100 - $4,700
2009	$5,000 - $6,400
2010	$5,900 - $7,100
2011	$7,700 - $10,100
2012	$8,400 - $11,500
2013	$9,600 - $15,300
2014	$11,500 - $18,400
2015	$12,800 - $20,300
2016	$14,500 - $24,900
2017	$16,700 - $28,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	⇈/⇈
2009	Good	⇈/⇈	⇈/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	Good	⇈/⇈	!/⇈
2012	Good	⇈/⇈	⇈/⇈
2013	Good	⇈/⇈	⇈/⇈
2014	Good	⇈/⇈	⇈/⇈
2015	Good	⇈/⇈	⇈/⇈
2016	Good	⇈/↑	⇈/⇈
2017	Good	⇈/↑	⇈/⇈

Kia Rio

The Rio has come a long way from its cheap roots. This corporate cousin to the Hyundai Accent used to epitomize the stiff-riding, noisy subcompact sedan. A 2006 redesign was a big improvement, and made the Rio a reasonable alternative to larger compacts. It had a more powerful 1.6-liter engine, a relatively comfortable ride, and a quiet cabin. The 2012 redesign was a leap forward, making the Rio feel solid compared with some other subcompacts, bringing more power and space and better handling, along with a six-speed automatic transmission for better gas mileage. Higher trim models offer amenities such as heated seats and a rear-view camera. Hatchbacks have gone by names such as the Rio Cinco and the Rio5.

Redesign/Freshening: 2006, 2012, 2018.
Safety Equipment: Side and head protection air bags standard. ABS available, standard from 2011. ESC standard from 2012.
Drive Wheels: Front.

Reliability History

Trouble Spots	Kia Rio								
	08	09	10	11	**12**	13	14	15	16	17
Engine, Major	*	*	*	*	*	⇈	*	*	*	*
Engine Minor	*	*	*	*	*	⇈	*	*	*	*
Engine Cooling	*	*	*	*	*	⇈	*	*	*	*
Trans. Major	*	*	*	*	*	⇈	*	*	*	*
Trans. Minor	*	*	*	*	*	↓	*	*	*	*
Drive System	*	*	*	*	*	⇈	*	*	*	*
Fuel System	*	*	*	*	*	⇊	*	*	*	*
Electrical	*	*	*	*	*	⇈	*	*	*	*
Climate Syst.	*	*	*	*	*	⇈	*	*	*	*
Suspension	*	*	*	*	*	↑	*	*	*	*
Brakes	*	*	*	*	*	↑	*	*	*	*
Exhaust	*	*	*	*	*	↑	*	*	*	*
Paint/Trim	*	*	*	*	*	↑	*	*	*	*
Noises & Leaks	*	*	*	*	*	↓	*	*	*	*
Body Hardware	*	*	*	*	*	↑	*	*	*	*
Power Equip.	*	*	*	*	*	↓	*	*	*	*
In-Car Electr.	*	*	*	*	*	⇊	*	*	*	*
Used-Car	*	*	*	*	*	!	*	*	*	*

Prices

2008	$3,400 - $4,200
2009	$3,800 - $4,600
2010	$4,300 - $5,300
2011	$4,800 - $5,900
2012	$6,200 - $7,500
2013	$7,000 - $8,200
2014	$7,900 - $9,200
2015	$9,000 - $10,300
2016	$10,500 - $12,000
2017	$12,600 - $14,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Accept.	↑/⇈	↑/!
2009	Accept.	↑/⇈	↑/!
2010	Accept.	↑/⇈	↑/!
2011	Accept.	NT	NT
2012	Good	↑/↑	↑/⇈
2013	Good	↑/↑	↑/⇈
2014	Good	↑/↑	↑/⇈
2015	Good	↑/↑	↑/⇈
2016	Good	↑/↑	↑/⇈
2017	Good	↑/↑	↑/⇈

WORSE — BETTER

Kia Rondo

The Rondo, a small minivan/wagon, offers impressive room for its compact size. With seating for up to seven, it nearly attains the utility of a minivan with the exterior dimensions of a small car, similar in essence to the six-passenger Mazda5. The Rondo offered the same engines as the contemporary Kia Optima, with which it shared its platform. Fit and finish looks very good and access is easy. The ride is comfortable and quiet, and the powertrain feels refined. Handling was not particularly agile, though. The Rondo was discontinued after 2010.

Redesign/Freshening: 2007.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Kia Rondo									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	↑	!	*							
Engine Minor	!	↓↓	*							
Engine Cooling	↑↑	↑↑	*							
Trans. Major	↑↑	↑↑	*							
Trans. Minor	↑↑	↑↑	*							
Drive System	↑↑	↑↑	*							
Fuel System	↑↑	!	*							
Electrical	↑	↑	*							
Climate Syst.	↓	↑	*							
Suspension	!	!	*							
Brakes	↓	↓↓	*							
Exhaust	↑↑	↑↑	*							
Paint/Trim	↑↑	↑	*							
Noises & Leaks	↑↑	↑↑	*							
Body Hardware	↑	↑↑	*							
Power Equip.	↓	↑	*							
In-Car Electr.	↑↑	!	*							
Used-Car	↑	↑	*							

Prices

2008	$4,100 - $4,800
2009	$4,700 - $5,500
2010	$5,700 - $5,700
2011	-
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	↑↑/↑↑	↑↑/↑
2009	NT	↑↑/↑↑	↑↑/↑
2010	NT	↑↑/↑↑	↑↑/↑
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Kia Sedona

The Sedona's 2006 redesign was a big improvement, bringing a more-powerful 3.8-liter V6 and additional standard safety equipment. The sliding-door side windows retract, an unusual feature for a minivan at that time. Handling and fuel economy remained so-so. While offering lots of features for the money, the Sedona is not nearly as well-rounded as a Toyota Sienna or Honda Odyssey. A significantly updated Sedona arrived in 2015 with a refined V6, room for seven or eight passengers, and a quiet, upscale interior. But handling is ungainly and the ride is very stiff. The second-row seats neither fold flat nor are they removable, making it a challenge to carry large cargo.

Redesign/Freshening: 2006, 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Kia Sedona									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	↑	*	*	*	!		*	↑↑	↑↑	*
Engine Minor	↓	*	*	*	↓		*	↑↑	↑↑	*
Engine Cooling	↑↑	*	*	*	↑↑		*	↑↑	↑↑	*
Trans. Major	↑↑	*	*	*	↑↑		*	↑↑	↑↑	*
Trans. Minor	↑↑	*	*	*	↑↑		*	↑↑	↑↑	*
Drive System	↑	*	*	*	↑		*	↑↑	↑↑	*
Fuel System	↑↑	*	*	*	↑↑		*	↑↑	↑↑	*
Electrical	↑↑	*	*	*	↑		*	↑↑	↑↑	*
Climate Syst.	↓↓	*	*	*	↑		*	↑	↑↑	*
Suspension	↓	*	*	*	↓		*	↑	↑↑	*
Brakes	↓	*	*	*	↓↓		*	↑↑	↑↑	*
Exhaust	↑	*	*	*	↑↑		*	↑↑	↑↑	*
Paint/Trim	↓↓	*	*	*	↑↑		*	↑↑	↑↑	*
Noises & Leaks	↓	*	*	*	↓↓		*	!	↑↑	*
Body Hardware	↓↓	*	*	*	↑		*	!	↑	*
Power Equip.	↓↓	*	*	*	↓↓		*	↓	↑↑	*
In-Car Electr.	↓↓	*	*	*	↓↓		*	↑	↑↑	*
Used-Car	↓	*	*	*	↓		*	↑	↑↑	*

Prices

2008	$4,800 - $5,100
2009	$5,000 - $5,700
2010	$5,400 - $6,900
2011	$6,300 - $7,500
2012	$7,700 - $9,600
2013	-
2014	$10,900 - $13,800
2015	$15,700 - $26,600
2016	$17,800 - $28,900
2017	$21,500 - $33,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	↑↑/↑↑	↑↑/↑↑
2009	Good	↑↑/↑↑	↑↑/↑↑
2010	Good	↑↑/↑↑	↑↑/↑↑
2011	Good	NT	NT
2012	Good	NT	NT
2013	-	-	-
2014	Good	↑↑/↑↑	↑↑/↑↑
2015	Good	↑↑/↑↑	↑↑/↑↑
2016	Good	↑↑/↑↑	↑↑/↑↑
2017	Good	↑↑/↑↑	↑↑/↑↑

Kia Sorento

The first Sorento was a body-on frame SUV good for towing but not pleasant as an everyday driver. Only consider a Sorento from after the 2011 redesign, which gave this small SUV responsive handling, comfortable seats, and lots of features for the money. Both the four- and six-cylinders returned 20-mpg overall in our test. The optional third-row seat extends seating to seven. The ride is a little stiff but overall the Sorento is a good choice that was very functional but not overly bulky for parking and maneuvering. The vastly improved 2015 redesign resulted in an SUV that was an alternative to both small and midsized SUVs and feels more upscale. It had a quieter cabin, strong engines, a comfortable ride, and secure, responsive handling. A wide variety of advanced safety gear was available as well.

Redesign/Freshening: 2003, 2011, 2014, 2016.
Safety Equipment: ABS and ESC standard. Side and head protection air bags available, standard from 2011.
Drive Wheels: 4WD; AWD; Front; Rear.

Reliability History

Trouble Spots	Kia Sorento								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*								
Engine Minor	*	*								
Engine Cooling	*	*								
Trans. Major	*	*								
Trans. Minor	*	*								
Drive System	*	*								
Fuel System	*	*								
Electrical	*	*								
Climate Syst.	*	*								
Suspension	*	*								
Brakes	*	*								
Exhaust	*	*								
Paint/Trim	*	*								
Noises & Leaks	*	*								
Body Hardware	*	*								
Power Equip.	*	*								
In-Car Electr.	*	*								
Used-Car	*	*								

Prices

2008	$4,200 - $6,700
2009	$5,100 - $8,400
2010	-
2011	$8,000 - $11,500
2012	$9,900 - $13,700
2013	$10,900 - $17,700
2014	$12,900 - $24,400
2015	$15,100 - $26,900
2016	$16,600 - $30,400
2017	$19,100 - $35,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good		
2009	Good		
2010	-	-	-
2011	Good		
2012	Good		
2013	Good		
2014	Good		
2015	Good		
2016	Good		
2017	Good		

Kia Soul ✔ Good Bet

The tall Soul packs a lot of room and equipment into a small, inexpensive car. It has very easy access, abundant headroom, and a surprisingly spacious rear seat. The 2.0-liter engine brings average acceleration and 25 mpg overall, which isn't anything special. Expect a noisy interior and a stiff ride. Handling is fairly nimble and secure. Controls are simple but interior fit and finish is basic. Big windows allow very good front and side visibility, but thick rear roof pillars create rear blind zones. A six-speed automatic debuted for 2012, and boosted gas mileage from 25 to 26 mpg. For 2014 Kia introduced a similar, but thoroughly updated, Soul that was much quieter and more refined. Still, the ride remained stiff and handling was sound, but not exceptional.

Redesign/Freshening: 2010, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Kia Soul								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

Prices

2008	-
2009	-
2010	$5,100 - $7,200
2011	$5,600 - $7,800
2012	$7,100 - $8,700
2013	$8,100 - $10,800
2014	$10,900 - $14,500
2015	$11,900 - $16,300
2016	$12,900 - $18,100
2017	$14,800 - $19,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	Good		
2011	Good		
2012	Good		
2013	Good		
2014	Good		
2015	Good		
2016	Good		
2017	Good		

Kia Sportage

The 2005 Sportage had a relatively comfortable, quiet ride, roomy interior, and improved but still so-so handling. The 2.7-liter V6 version was priced similarly to competitors' V6 models but wasn't very fuel-efficient. The 2011 redesign brought nimble handling and a more efficient and civilized powertrain. A stiff ride, pronounced road noise, and leisurely acceleration from the base four-cylinder detract from an otherwise pleasant driving experience. It got 22 mpg overall in our tests. The up-level engine is a more stronger turbo four-cylinder that got 21 mpg overall in our tests. While the styling is appealing, it compromises cargo space and hurts the rear view out. Cabin appointments are basic, but fit together well. A redesign arrived for 2017, based on the Hyundai Tucson.

Redesign/Freshening: 2005, 2011, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Kia Sportage								
	08	09	10	**11**	12	13	14	15	16	**17**
Engine, Major	*	⇈	*	↑	–	–	⇈	↑	⇈	⇈
Engine Minor	*	⇈	*	⇈	⇈	–	⇈	⇈	↑	⇈
Engine Cooling	*	⇈	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	*	⇈	*	⇈	⇈	↑	⇈	⇈	⇈	⇈
Trans. Minor	*	⇈	*	⇈	⇈	–	⇈	⇈	⇈	⇈
Drive System	*	↑	*	⇈	⇈	–	↑	–	⇈	⇈
Fuel System	*	⇈	*	↑	⇈	⇈	⇈	↑	↑	⇈
Electrical	*	⇈	*	⇈	⇈	–	⇈	⇈	⇈	⇈
Climate Syst.	*	–	*	↓	⇊	↓	⇈	–	⇈	↑
Suspension	*	↑	*	⇊	⇈	↓	⇈	⇈	⇈	⇈
Brakes	*	⇈	*	⇊	–	–	↓	↑	⇈	⇈
Exhaust	*	⇈	*	↑	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	*	⇈	*	⇊	↑	↑	⇈	⇈	⇈	⇈
Noises & Leaks	*	↑	*	–	↑	–	↑	⇊	↑	↑
Body Hardware	*	⇈	*	⇈	⇈	↑	⇈	–	↑	⇈
Power Equip.	*	↓	*	↓	–	⇊	⇈	↑	↑	↑
In-Car Electr.	*	⇊	*	⇊	⇊	–	⇈	⇈	⇈	⇈
Used-Car	*	⇈	*	–	↑	⇊	⇈	↓	↑	–

Prices

2008	$4,400 - $6,500
2009	$4,700 - $6,900
2010	$5,400 - $7,700
2011	$7,900 - $12,900
2012	$9,400 - $13,400
2013	$11,000 - $16,800
2014	$12,500 - $18,300
2015	$13,800 - $20,500
2016	$15,400 - $23,400
2017	$17,900 - $26,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Accept.	⇈/⇈	⇈/⇈
2009	Accept.	⇈/⇈	⇈/⇈
2010	Accept.	⇈/⇈	⇈/⇈
2011	Good	NT	NT
2012	Good	⇈/↑	⇈/⇈
2013	Good	⇈/↑	⇈/⇈
2014	Good	⇈/↑	⇈/⇈
2015	Good	⇈/↑	⇈/⇈
2016	Good	⇈/↑	⇈/⇈
2017	Good	↑/⇈	⇈/⇈

Land Rover LR2

The compact LR2 replaced the car-derived Freelander, a four-wheel-driver with fully independent suspension but no low-range gearing. Despite its unibody construction the LR2 still provided good off-road ability. It uses a 3.2-liter, inline six-cylinder and six-speed automatic transmission. The LR2 has a similar terrain response system as the LR3, which adjusts the AWD system according to terrain conditions such as mud and sand. It proved quite capable climbing boulders in our tests. The ride is firm but steady and the car benefits from good steering. In our test the LR2 disconcertingly lifted two wheels at its handling limits, reducing driver confidence. Outward visibility is excellent but the controls are confusing to use. The LR2 has been discontinued for 2015, replaced by the Discovery Sport.

Redesign/Freshening: 2008.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; AWD.

Reliability History

Trouble Spots	Land Rover LR2									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*		
Engine Minor	*	*	*	*	*	*	*	*		
Engine Cooling	*	*	*	*	*	*	*	*		
Trans. Major	*	*	*	*	*	*	*	*		
Trans. Minor	*	*	*	*	*	*	*	*		
Drive System	*	*	*	*	*	*	*	*		
Fuel System	*	*	*	*	*	*	*	*		
Electrical	*	*	*	*	*	*	*	*		
Climate Syst.	*	*	*	*	*	*	*	*		
Suspension	*	*	*	*	*	*	*	*		
Brakes	*	*	*	*	*	*	*	*		
Exhaust	*	*	*	*	*	*	*	*		
Paint/Trim	*	*	*	*	*	*	*	*		
Noises & Leaks	*	*	*	*	*	*	*	*		
Body Hardware	*	*	*	*	*	*	*	*		
Power Equip.	*	*	*	*	*	*	*	*		
In-Car Electr.	*	*	*	*	*	*	*	*		
Used-Car	*	*	*	*	*	*	*	*		

Prices

2008	$6,800 - $7,400
2009	$8,100 - $8,100
2010	$10,000 - $10,000
2011	$11,300 - $13,400
2012	$14,100 - $16,400
2013	$17,600 - $20,800
2014	$21,600 - $25,100
2015	$25,600 - $29,700
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	-	-	-
2017	-	-	-

Land Rover LR3, LR4

The Land Rover LR3 replaced the old Discovery for 2005. Though better than the Disco the LR3 finished well short of class leaders. The slow and thirsty V8, unsettled ride, and confusing, ill-placed controls counted against it. At least it had electronic stability control keeping it secure in emergency maneuvers. We far preferred the LR4 that arrived for 2010. Handling isn't a long suit, as it leans and lumbers when hustled through corners. The ride is supple, but it still can get unsettled. The quiet, luxurious cabin was roomy and comfortable, the third-row seat was usable by adults, and off-roading capabilities are top notch. The 5.0-liter V8 provided effortless acceleration but returned just 15 mpg overall. It was replaced by a supercharged V6 engine from 2014 on. The Discovery name returned for 2017, and added a V6 diesel engine option.

Redesign/Freshening: 2005, 2010.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD.

Reliability History

Trouble Spots	Land Rover LR3, LR4								
	08	09	**10**	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	
Engine Minor	*	*	*	*	*	*	*	*	*	
Engine Cooling	*	*	*	*	*	*	*	*	*	
Trans. Major	*	*	*	*	*	*	*	*	*	
Trans. Minor	*	*	*	*	*	*	*	*	*	
Drive System	*	*	*	*	*	*	*	*	*	
Fuel System	*	*	*	*	*	*	*	*	*	
Electrical	*	*	*	*	*	*	*	*	*	
Climate Syst.	*	*	*	*	*	*	*	*	*	
Suspension	*	*	*	*	*	*	*	*	*	
Brakes	*	*	*	*	*	*	*	*	*	
Exhaust	*	*	*	*	*	*	*	*	*	
Paint/Trim	*	*	*	*	*	*	*	*	*	
Noises & Leaks	*	*	*	*	*	*	*	*	*	
Body Hardware	*	*	*	*	*	*	*	*	*	
Power Equip.	*	*	*	*	*	*	*	*	*	
In-Car Electr.	*	*	*	*	*	*	*	*	*	
Used-Car	*	*	*	*	*	*	*	*	*	

Prices

2008	$10,100 - $10,900
2009	$12,400 - $12,600
2010	$14,600 - $17,200
2011	$18,600 - $20,500
2012	$20,900 - $23,600
2013	$27,800 - $31,700
2014	$35,800 - $42,600
2015	$42,300 - $51,000
2016	$48,500 - $60,300
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	-	-	-

Land Rover Range Rover

The upscale Range Rover pioneered the luxury-SUV concept, always featuring luxury-car amenities but complicated, inscrutable controls. Its height-adjusting air suspension can raise or lower the body for different on- and off-road conditions. An extensive 2003 redesign brought much-improved ride, handling, and refinement. Excellent BMW engines were used until 2006 when the Range Rover switched to a Jaguar V8. After 2009, a 375-hp 5.0-liter V8 was standard with a 510-hp supercharged version optional. Off-road capabilities remained first-rate. An impressive redesign arrived for 2013, bringing an eight-speed automatic and supercharged V6 and V8 engines that deliver immediate thrust. We averaged 17 mpg with the base V6. Handling is responsive and secure, but not sporty. The suspension swallows up nearly every bump.

Redesign/Freshening: 2003, 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; AWD.

Reliability History

Trouble Spots	Land Rover Range Rover								
	08	09	10	11	12	**13**	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	
Engine Minor	*	*	*	*	*	*	*	*	*	
Engine Cooling	*	*	*	*	*	*	*	*	*	
Trans. Major	*	*	*	*	*	*	*	*	*	
Trans. Minor	*	*	*	*	*	*	*	*	*	
Drive System	*	*	*	*	*	*	*	*	*	
Fuel System	*	*	*	*	*	*	*	*	*	
Electrical	*	*	*	*	*	*	*	*	*	
Climate Syst.	*	*	*	*	*	*	*	*	*	
Suspension	*	*	*	*	*	*	*	*	*	
Brakes	*	*	*	*	*	*	*	*	*	
Exhaust	*	*	*	*	*	*	*	*	*	
Paint/Trim	*	*	*	*	*	*	*	*	*	
Noises & Leaks	*	*	*	*	*	*	*	*	*	
Body Hardware	*	*	*	*	*	*	*	*	*	
Power Equip.	*	*	*	*	*	*	*	*	*	
In-Car Electr.	*	*	*	*	*	*	*	*	*	
Used-Car	*	*	*	*	*	*	*	*	*	

Prices

2008	$11,000 - $12,700
2009	$13,900 - $14,200
2010	$17,400 - $19,300
2011	$20,200 - $21,200
2012	$23,800 - $38,300
2013	$48,200 - $61,100
2014	$56,100 - $77,400
2015	$66,900 - $75,800
2016	$75,400 - $86,100
2017	$69,200 - $99,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Land Rover Range Rover Evoque

The compact Evoque is based on the LR2 and offered in two- and four-door versions. Overall, the Evoque is more about style than functionality. Interior room and visibility are sacrificed for the striking silhouette. Its Ford-supplied 240-hp, 2.0-liter turbocharged four-cylinder is mated to a six-speed automatic, (nine-speed from 2014) and returned 21 mpg overall in our tests. Acceleration and fuel economy are commendable, but the ride is choppy, and noise levels are elevated. Controls are a bit quirky, which is typical of Land Rover. Routine handling is quite agile but can become disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability, uncommon in this class.

Redesign/Freshening: 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD.

Reliability History

Trouble Spots	Land Rover Range Rover Evoque									
	08	09	10	11	12	13	14	15	16	17
Engine, Major					*	*	*	*	*	*
Engine Minor					*	*	*	*	*	*
Engine Cooling					*	*	*	*	*	*
Trans. Major					*	*	*	*	*	*
Trans. Minor					*	*	*	*	*	*
Drive System					*	*	*	*	*	*
Fuel System					*	*	*	*	*	*
Electrical					*	*	*	*	*	*
Climate Syst.					*	*	*	*	*	*
Suspension					*	*	*	*	*	*
Brakes					*	*	*	*	*	*
Exhaust					*	*	*	*	*	*
Paint/Trim					*	*	*	*	*	*
Noises & Leaks					*	*	*	*	*	*
Body Hardware					*	*	*	*	*	*
Power Equip.					*	*	*	*	*	*
In-Car Electr.					*	*	*	*	*	*
Used-Car					*	*	*	*	*	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	$19,900 - $24,500
2013	$21,400 - $27,200
2014	$25,400 - $31,500
2015	$27,500 - $37,800
2016	$30,800 - $43,800
2017	$27,500 - $37,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Land Rover Range Rover Sport

Up until the 2014 redesign, the Sport was based on the Land Rover LR4 rather than the high-end Range Rover. It's still a luxurious midsized SUV. The five-passenger interior is festooned with leather, wood trim, and luxury amenities, including active cruise control and rear DVD screens. A 4.4-liter V8 is standard, while a supercharged 4.2-liter V8 is optional. The Sport lacks the sporty handling of some competitors and the ride is rather stiff. 2010 brought new 5.0-liter V8 engines. An impressive redesign arrived for 2014, bringing an eight-speed automatic and supercharged V6 and V8 engines that deliver immediate thrust. We averaged 17 mpg with the base V6. Handling is taut and agile, but the ride is stiff and choppy.

Redesign/Freshening: 2006, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD.

Reliability History

Trouble Spots	Land Rover Range Rover Sport									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*
Used-Car	*	*	*	*	*	*	*	*	*	*

Prices

2008	$10,800 - $12,400
2009	$13,600 - $13,900
2010	$17,400 - $18,200
2011	$19,300 - $20,300
2012	$23,500 - $32,800
2013	$28,600 - $38,500
2014	$44,200 - $60,400
2015	$50,900 - $67,300
2016	$54,400 - $96,900
2017	$50,800 - $67,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Lexus CT 200h ✔ Good Bet

The CT 200h hybrid aims to be a small, sporty, luxury car with excellent fuel economy. Though not a bad vehicle, it doesn't live up to all those promises or to the Lexus standard. Powered by the same 134-hp, four-cylinder hybrid powertrain as the Prius, the CT gets 40 mpg. While commendable, that is four mpg less than the roomier Toyota while delivering similar leisurely acceleration. Handling is responsive enough, but the ride is stiff and choppy. The cabin is cramped and admits too much engine and road noise. Tight rear seats, limited cargo capacity, and an impeded rear view don't help. The interior has some nice touches but falls short of being luxurious. Lexus dropped the CT after 2017.

Redesign/Freshening: 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Lexus CT 200h								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

Prices

2008	-
2009	-
2010	-
2011	$11,200 - $12,800
2012	$13,000 - $14,600
2013	$15,700 - $18,500
2014	$18,200 - $20,200
2015	$19,500 - $22,500
2016	$23,000 - $25,500
2017	$27,100 - $29,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Lexus ES ✔ Good Bet

Solid and sedate, the ES did just about everything well in our tests. The V6 provided powerful acceleration, the transmission shifted flawlessly, and the ride is isolated and composed. Handling is far from sporty but ultimately secure and the cabin is exceptionally quiet. The front seats are supportive, but the rear is crowded for three. The 2007 redesign brought a 3.5-liter V6 and six-speed automatic, continuing the tradition of seamless powertrains. Its high rear deck makes the backup camera included with the navigation system a desirable feature. A redesign and a hybrid version arrived for 2013. The V6 remains slick and powerful, and returns a good 25 mpg overall. The hybrid delivers ample zip, while squeezing out an excellent 36 mpg overall and 44 on the highway.

Redesign/Freshening: 2007, 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Lexus ES								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$6,600 - $9,900
2009	$7,400 - $10,900
2010	$8,300 - $11,900
2011	$9,600 - $13,100
2012	$11,400 - $15,500
2013	$18,800 - $19,700
2014	$21,300 - $22,600
2015	$24,700 - $26,000
2016	$30,300 - $32,600
2017	$35,800 - $37,900

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	▲▲/▲▲	▲▲/▲
2009	Good	▲▲/▲▲	▲▲/▲
2010	Good	▲▲/▲▲	▲▲/▲
2011	Good	NT	NT
2012	Good	▲/▲	▲▲/▼
2013	Good	▲▲/▲▲	▲▲/▲▲
2014	Good	▲▲/▲▲	▲▲/▲▲
2015	Good	▲▲/▲▲	▲/▲▲
2016	Good	▲▲/▲	▲▲/▲▲
2017	Good	▲▲/▲	▲▲/▲▲

WORSE — BETTER

Lexus GS ✔ Good Bet

The redesigned 2006 GS had a stiff ride and handling that is far from sporty or engaging. Expect a relatively snug cabin with tight headroom. The V6 isn't as strong as some competitors; a V8 is optional. A hybrid arrived for 2007, and it was quick but stiff riding and noisy, with only a modest fuel economy benefit. The 2013 redesign finally transformed the car into a compelling sports sedan. Handling is sporty, the ride is supple and controlled, and the cabin is roomy, comfortable, and nicely furnished. A mouse-like controller is used to operate the cumbersome infotainment system. All-wheel drive is available.

Redesign/Freshening: 2006, 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Lexus GS									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	*	⇈	⇈		⇈	⇈	⇈	⇈	*
Engine Minor	!	*	⇈	⇊		⇈	⇈	⇈	⇈	*
Engine Cooling	!	*	⇈	⇈		⇈	⇈	⇈	⇈	*
Trans. Major	⇈	*	⇈	⇈		⇈	⇈	⇈	⇈	*
Trans. Minor	⇈	*	⇈	⇈		⇈	⇈	⇈	⇈	*
Drive System	⇈	*	⇈	⇈		⇈	⇈	⇈	⇈	*
Fuel System	⇈	*	⇈	⇈		⇈	⇈	⇈	⇈	*
Electrical	!	*	⇈	⇈		⇈	⇈	⇈	⇈	*
Climate Syst.	⇈	*	⇈	⇈		⇈	⇈	⇈	⇈	*
Suspension	⇑	*	⇈	!		⇈	!	⇈	⇈	*
Brakes	⇊	*	!	⇊		⇑	⇈	⇑	⇈	*
Exhaust	⇑	*	⇈	⇊		⇈	⇈	⇈	⇈	*
Paint/Trim	⇑	*	⇊	⇈		⇑	⇈	⇈	⇈	*
Noises & Leaks	⇈	*	⇊	⇑		!	⇈	⇑	⇑	*
Body Hardware	⇈	*	⇈	⇈		⇈	⇈	⇈	⇈	*
Power Equip.	!	*	⇈	⇈		⇈	⇈	⇈	⇑	*
In-Car Electr.	!	*	⇊	⇈		⇑	⇑	⇈	⇑	*
Used-Car	⇑	*	⇈	⇈		⇈	⇈	⇈	⇈	*

Prices

2008	$10,800 - $12,700
2009	$12,400 - $16,100
2010	$13,900 - $20,300
2011	$16,200 - $24,800
2012	-
2013	$22,600 - $24,700
2014	$25,000 - $29,800
2015	$29,600 - $30,500
2016	$38,700 - $62,300
2017	$37,100 - $71,3008

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	-	-	-
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Lexus GX

The GX shares a platform with the Toyota 4Runner, and slots in size and price between the RX and the huge LX. Like the LX, it's a body-on-frame design with a live rear axle. It has three rows of seats and can accommodate eight. It shares the LX's smooth and quiet V8 powertrain as well as many of the LX's luxury appointments. The ride is comfortable and quiet but uneven pavement can cause a side-to-side movement. Cornering is less than agile. Interior fit and finish is impressive. Full-time 4WD, a hill-descent feature, and a system that prevents roll-back on steep ascents help make it competent off-road. As of the 2010 redesign, the sole engine is a 4.6-liter V8. The ride is quiet and comfortable and off-road capability is commendable. Handling feels ponderous in corners even at moderate speeds.

Redesign/Freshening: 2003, 2010.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD.

Reliability History

Trouble Spots	Lexus GX									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	*	⇈	⇈	⇈	⇈	⇑	⇈	⇈	*
Engine Minor	⇈	*	⇈	⇈	⇈	!	⇑	⇈	⇑	*
Engine Cooling	!	*	⇑	⇈	⇈	⇈	⇈	⇈	⇈	*
Trans. Major	⇈	*	!	⇑	⇑	⇈	⇈	⇈	⇈	*
Trans. Minor	⇈	*	⇈	⇈	⇑	!	⇈	⇈	⇈	*
Drive System	!	*	⇈	⇑	⇈	⇈	⇈	⇈	⇊	*
Fuel System	!	*	⇊	!	⇊	⇑	⇈	⇈	⇈	*
Electrical	⇑	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Climate Syst.	⇑	*	⇑	⇑	⇈	⇈	⇑	⇈	⇑	*
Suspension	!	*	⇈	⇈	⇈	⇑	⇑	⇈	⇈	*
Brakes	⇑	*	⇑	⇊	⇑	⇊	⇑	⇈	!	*
Exhaust	⇈	*	⇑	⇑	⇑	⇈	⇈	⇈	⇈	*
Paint/Trim	!	*	⇈	⇈	!	⇈	!	⇈	⇈	*
Noises & Leaks	!	*	!	!	⇈	⇑	⇈	⇑	⇑	*
Body Hardware	⇑	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Power Equip.	⇈	*	!	⇈	⇈	⇈	⇑	⇈	⇈	*
In-Car Electr.	⇈	*	⇊	⇑	⇈	⇈	!	!	⇈	*
Used-Car	⇑	*	⇑	⇈	⇈	⇑	⇑	⇑	⇊	*

Prices

2008	$15,000 - $15,000
2009	$17,300 - $17,300
2010	$22,700 - $23,700
2011	$23,000 - $25,000
2012	$27,600 - $28,700
2013	$29,600 - $30,500
2014	$34,300 - $38,000
2015	$38,400 - $43,100
2016	$44,600 - $51,300
2017	$34,000 - $37,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Lexus HS Hybrid

The short-lived HS 250h is a bit smaller than the Toyota Camry, but uses the Camry hybrid's powertrain. Unlike other Lexus models, the HS felt unrefined, with a jiggly ride and intrusive wind and drivetrain noise. The steering feels vague, but handling is very secure. In our tests of the HS we got 31 mpg overall, which wasn't stellar for a hybrid even at that time. Inside, the HS is well finished and comes with a long menu of standard features, but the cabin is narrow and the protruding center console takes up too much room. 2012 was the last year for the HS.

Redesign/Freshening: 2010.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Lexus HS Hybrid									
	08	09	**10**	11	12	13	14	15	16	17
Engine, Major			⇈	*	⇈					
Engine Minor			⇈	*	⇈					
Engine Cooling			⇈	*	⇈					
Trans. Major			⇈	*	⇈					
Trans. Minor			⇈	*	⇈					
Drive System			⇈	*	⇈					
Fuel System			↑	*	⇈					
Electrical			⇈	*	⇈					
Climate Syst.			⇈	*	⇈					
Suspension			⇈	*	⇈					
Brakes			⇈	*	⇈					
Exhaust			⇈	*	⇈					
Paint/Trim			↑	*	⇈					
Noises & Leaks			⇈	*	⇈					
Body Hardware			↑	*	⇈					
Power Equip.			!	*	⇈					
In-Car Electr.			↑	*	⇈					
Used-Car			⇈	*	⇈					

Prices

2008	-
2009	-
2010	$9,900 - $10,600
2011	$11,200 - $12,200
2012	$13,100 - $14,200
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	Good	⇈/⇈	⇈/⇈
2011	Good	NT	NT
2012	Good	NT	NT
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Lexus LS ✔ Good Bet

Lexus' flagship is a sedate freeway cruiser that glides comfortably over bumps and is filled with luxury features. The 2007 redesign didn't change the formula much. It emphasizes quietness and road isolation. All seating positions are extremely comfortable, and options include heated, massaging, power-reclining rear seats. Handling is sound but don't confuse this with a luxury sports sedan. Body lean is pronounced. Unlike most of its competitors, the controls are mostly user-friendly. Engines grew in displacement and an eight-speed automatic became standard. Hybrid, all-wheel drive, and long-wheelbase versions are available. It is a standout in terms of reliability and holding its value. 2013 brought a freshening with a more cumbersome infotainment system.

Redesign/Freshening: 2007, 2013, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Lexus LS									
	08	09	10	11	12	**13**	14	15	16	17
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	*
Engine Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	*
Engine Cooling	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Trans. Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Drive System	!	⇈	⇈	⇈	↑	↑	⇈	⇈	⇈	*
Fuel System	⇈	!	↑	⇈	⇈	⇈	⇈	⇈	⇈	*
Electrical	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Climate Syst.	⇈	↓	⇈	⇈	!	⇈	⇈	↑	↑	*
Suspension	↓↓	↓↓	↓↓	↓	⇈	⇈	⇈	⇈	⇈	*
Brakes	↓	↑	↑	!	↑	↑	↓↓	⇈	↑	*
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	↓↓	↑	⇈	↑	⇈	↑	⇈	⇈	↑	*
Noises & Leaks	↑	⇈	⇈	⇈	⇈	⇈	⇈	↑	↑	*
Body Hardware	!	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	*
Power Equip.	↑	!	⇈	⇈	↑	↑	!	⇈	⇈	*
In-Car Electr.	↑	↓	⇈	!	⇈	⇈	↑	!	↑	*
Used-Car	↑	↑	⇈	⇈	⇈	⇈	⇈	↑	↓	*

Prices

2008	$14,600 - $17,600
2009	$15,900 - $19,800
2010	$18,000 - $22,600
2011	$19,700 - $25,900
2012	$22,900 - $33,300
2013	$31,100 - $42,100
2014	$36,600 - $56,500
2015	$42,900 - $72,400
2016	$53,100 - $84,200
2017	$61,000 - $70,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

WORSE — BETTER

Lexus LX

Lexus uses a rebadged, upscale Toyota Land Cruiser for its top-trim SUV. Dubbed the LX, it is one of the few SUVs that manages to be both capable off-road and civilized on pavement. It has a slick powertrain, a comfortable ride, and a quiet, nicely appointed cabin. Added features over the Land Cruiser include a height-adjustable air suspension and a power-adjustable steering wheel. Five adults can fit quite comfortably, and cargo space is generous. A 2008 redesign brought a 5.7-liter V8 engine and a power folding third-row seat, which takes up cargo room. Our tested Land Cruiser only got 14 mpg overall, but was impressive off road. The crawl mode manages throttle and braking over tough terrain.

Redesign/Freshening: 2008.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD.

Reliability History

Trouble Spots	Lexus LX									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*		*	⇈	⇈	⇈	*
Engine Minor	*	*	*	*		*	⇈	!	⇈	*
Engine Cooling	*	*	*	*		*	⇈	⇈	⇈	*
Trans. Major	*	*	*	*		*	⇈	⇈	⇈	*
Trans. Minor	*	*	*	*		*	⇈	!	⇈	*
Drive System	*	*	*	*		*	⇈	!	⇈	*
Fuel System	*	*	*	*		*	⇈	⇈	⇊	*
Electrical	*	*	*	*		*	⇈	⇈	⇈	*
Climate Syst.	*	*	*	*		*	⇈	⇈	⇈	*
Suspension	*	*	*	*		*	⇈	⇈	⇈	*
Brakes	*	*	*	*		*	⇑	⇈	⇈	*
Exhaust	*	*	*	*		*	⇈	⇈	⇈	*
Paint/Trim	*	*	*	*		*	⇈	⇈	⇈	*
Noises & Leaks	*	*	*	*		*	⇈	⇈	⇊	*
Body Hardware	*	*	*	*		*	⇈	⇈	⇈	*
Power Equip.	*	*	*	*		*	⇓	⇈	⇈	*
In-Car Electr.	*	*	*	*		*	⇈	⇑	⇊	*
Used-Car	*	*	*	*		*	⇈	⇑	!	*

Prices

2008	$26,500 - $29,500
2009	$28,500 - $30,500
2010	$31,400 - $34,700
2011	$33,400 - $35,400
2012	-
2013	$42,500 - $44,400
2014	$48,700 - $50,200
2015	$55,100 - $56,100
2016	$75,700 - $78,500
2017	$81,900 - $86,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	-	-	-
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Lexus NX ✔ Good Bet

Lexus finally enters the luxury compact SUV market with the Toyota RAV4-based NX. Lexus's first turbo engine, a 2.0-liter four-cylinder mated to a six-speed automatic, works well and delivers 24 mpg overall. The NX 300h hybrid uses a 194-hp engine with a CVT, and its 29 mpg overall makes it one of the most fuel efficient SUVs we've ever tested. The NX delivers a sportier, less cushy driving experience than the larger RX. The interior is adorned with nice stitching but some cheap touches are evident, and the cabin is very tight, with compromised visibility. The dash gets a multipurpose center screen controlled by a fussy touchpad that requires a distracting level of focus to manipulate.

Redesign/Freshening: 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Lexus NX									
	08	09	10	11	12	13	14	15	16	17
Engine, Major								⇈	⇈	⇈
Engine Minor								⇈	⇈	⇈
Engine Cooling								⇈	⇈	⇈
Trans. Major								⇈	⇈	⇈
Trans. Minor								⇈	⇈	⇈
Drive System								⇈	⇈	⇈
Fuel System								⇈	⇈	⇈
Electrical								⇈	⇈	⇈
Climate Syst.								⇈	⇈	⇈
Suspension								⇈	⇈	⇈
Brakes								⇈	⇈	⇈
Exhaust								⇈	⇈	⇈
Paint/Trim								⇑	⇈	⇈
Noises & Leaks								!	⇈	⇑
Body Hardware								⇑	⇈	⇈
Power Equip.								⇑	⇑	⇈
In-Car Electr.								⇓	⇑	⇑
Used-Car								⇑	⇈	⇈

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	$28,700 - $34,900
2016	$29,800 - $36,300
2017	$32,500 - $38,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	Good	⇑/⇑	⇈/⇈
2016	Good	⇑/⇑	⇈/⇈
2017	Good	⇑/⇑	⇈/⇈

Lexus RC

The RC is an aggressively styled sports coupe with seating for four. Essentially a coupe version of the IS sedan, it uses a standard 3.5-liter V6 engine hooked up to an eight-speed automatic. An all-wheel-drive version is available with a six-speed automatic. Top-trim RC F versions, fitted with a 467-hp, 5.0-liter V8, target the BMW M4. That prodigious output is routed to the rear wheels with a torque-vectoring differential, which sends power to the wheel that has the most grip. The RC F is super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises agility.

Redesign/Freshening: 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Lexus RC									
	08	09	10	11	12	13	14	15	16	17
Engine, Major								⏫	⏫	*
Engine Minor								🔼	⏫	*
Engine Cooling								⏫	⏫	*
Trans. Major								⏫	⏫	*
Trans. Minor								⏫	⏫	*
Drive System								⏫	⏫	*
Fuel System								🔼	⏫	*
Electrical								⏫	⏫	*
Climate Syst.								⏫	⏫	*
Suspension								⏫	⏫	*
Brakes								🔼	⏫	*
Exhaust								⏫	⏫	*
Paint/Trim								⏫	🔼	*
Noises & Leaks								🔼	⏫	*
Body Hardware								🔼	⏫	*
Power Equip.								⏫	⏫	*
In-Car Electr.								⏬	⏫	*
Used-Car								⏫	⏫	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	$33,300 - $45,500
2016	$39,200 - $53,300
2017	$40,700 - $62,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Lexus RX ✔ Good Bet

While it isn't as sporty to drive as more athletic competitors from Audi, BMW and Mercedes-Benz, the RX offers a cabin that's just as quiet and plush but with Lexus's proven track record of peerless reliability. The V6 is refined and responsive, and returned 19 mpg overall in our tests. The hybrid model debuted for 2006 and delivered 23 mpg overall. The 2010 redesign brought even better fuel economy for both versions, a more luxurious interior, and additional safety and connectivity features. Handling became more lackluster, though it is ultimately secure. A comfortable ride and easy cabin access makes the RX easy to live with. Inside is a well-finished, quiet and comfortable interior with room for five. The infotainment system uses a convoluted mouse-like controller.

Redesign/Freshening: 2004, 2010, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Lexus RX									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Minor	🔼	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Cooling	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Drive System	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Fuel System	⏫	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Electrical	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Climate Syst.	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Suspension	❗	❗	🔼	❗	❗	⏫	⏫	⏫	⏫	⏫
Brakes	🔼	🔼	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	🔼	🔼	⏫	⏫	🔼	⏫	⏫	⏫	⏫	⏫
Noises & Leaks	🔼	🔼	⏫	🔼	⏫	🔼	⏫	🔼	⏫	⏫
Body Hardware	🔼	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Power Equip.	🔼	🔼	⏫	⏫	⏫	🔼	⏫	⏫	⏫	⏫
In-Car Electr.	🔼	🔼	🔼	⏫	🔼	⏫	⏫	⏫	❗	🔼
Used-Car	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	🔼	⏫

Prices

2008	$10,300 - $11,400
2009	$11,400 - $12,500
2010	$14,800 - $16,400
2011	$16,100 - $18,500
2012	$18,800 - $20,500
2013	$21,600 - $25,100
2014	$23,400 - $28,500
2015	$27,400 - $33,200
2016	$37,500 - $44,900
2017	$42,600 - $50,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/⏫	⏫/⏫
2009	Good	⏫/⏫	⏫/⏫
2010	Good	⏫/⏫	⏫/⏫
2011	Good	🔼/🔼	⏫/🔼
2012	Good	🔼/🔼	⏫/🔼
2013	Good	🔼/🔼	⏫/⏫
2014	Good	🔼/🔼	⏫/⏫
2015	Good	🔼/🔼	⏫/⏫
2016	Good	🔼/🔼	⏫/⏫
2017	Good	🔼/🔼	⏫/⏫

WORSE — BETTER

Lincoln MKC

The MKC includes luxury and high-tech features, but this Ford Escape-based vehicle falls short of the class leaders. Power is strong, particularly from the 2.3-liter turbo four-cylinder, but it returned just 19-mpg overall in our tests. Combined with the small gas tank, that results in a short cruising range. A fussy push-button shifter controls the six-speed automatic. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure, but agility trails its German rivals. A quiet cabin, plush trim, easy access, and decent rear-seat room enhance livability, but rear visibility is limited.

Redesign/Freshening: 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Lincoln MKC								
	08	09	10	11	12	13	14	**15**	16	17
Engine, Major								⇈	⇈	⇈
Engine Minor								⇈	⇈	↑
Engine Cooling								⇈	⇈	⇈
Trans. Major								⇈	⇈	⇈
Trans. Minor								↑	⇈	⇈
Drive System								⇈	↑	⇈
Fuel System								⇈	↑	⇈
Electrical								⇈	⇈	↑
Climate Syst.								↑	⇈	↑
Suspension								⇈	!	↑
Brakes								⇈	↑	⇈
Exhaust								⇈	⇈	⇈
Paint/Trim								⇈	⇈	⇈
Noises & Leaks								↑	!	⇊
Body Hardware								↑	⇈	↑
Power Equip.								⇊	⇓	⇊
In-Car Electr.								⇊	⇈	⇊
Used-Car								⇓	⇓	⇊

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	$21,500 - $25,900
2016	$22,700 - $34,800
2017	$24,700 - $36,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	Good	⇈/↑	⇈/⇈
2016	Good	⇈/↑	⇈/⇈
2017	Good	⇈/↑	⇈/⇈

Lincoln MKS

This Ford Taurus-based sedan debuted in 2009 with a 3.7-liter V6 that provides good power but isn't particularly refined. In lieu of a V8, a turbocharged V6 is available, as is all-wheel-drive. The ride is comfortable but not always settled. Handling is secure but lacks agility, and none of the three-mode suspension settings are ideal. The interior is roomy, but the driving position and foot well are narrow. Despite some nice interior materials, some details come up short. A short opening limits the usefulness of the otherwise huge trunk, and a high rear deck restricts rear visibility. More recent models gained the MyLincoln Touch infotainment system, which is convoluted and frustrating to use. 2016 was the final year for the MKS.

Redesign/Freshening: 2009, 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Lincoln MKS								
	08	**09**	10	11	12	**13**	14	15	16	17
Engine, Major	↑	*	⇈	*	⇈	*	*	*		
Engine Minor	⇈	*	↑	*	⇈	*	*	*		
Engine Cooling	⇈	*	⇈	*	⇈	*	*	*		
Trans. Major	↑	*	⇈	*	⇈	*	*	*		
Trans. Minor	⇊	*	⇈	*	!	*	*	*		
Drive System	⇈	*	⇊	*	⇈	*	*	*		
Fuel System	↑	*	↓	*	⇈	*	*	*		
Electrical	⇈	*	⇈	*	⇈	*	*	*		
Climate Syst.	↑	*	⇈	*	↓	*	*	*		
Suspension	↓	*	↑	*	⇈	*	*	*		
Brakes	!	*	!	*	⇈	*	*	*		
Exhaust	⇈	*	⇈	*	⇈	*	*	*		
Paint/Trim	↑	*	⇈	*	!	*	*	*		
Noises & Leaks	!	*	⇈	*	↑	*	*	*		
Body Hardware	↑	*	⇈	*	!	*	*	*		
Power Equip.	⇈	*	⇈	*	↓	*	*	*		
In-Car Electr.	↑	*	⇊	*	⇊	*	*	*		
Used-Car	↑	*	↑	*	↑	*	*	*		

Prices

2008	-
2009	$8,800 - $9,400
2010	$9,600 - $10,700
2011	$10,400 - $11,700
2012	$11,700 - $13,400
2013	$14,800 - $16,700
2014	$17,700 - $20,100
2015	$20,900 - $23,800
2016	$24,400 - $28,100
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	Good	⇈/⇈	⇈/↑
2010	Good	⇈/⇈	⇈/↑
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	⇈/⇈	⇈/↑
2014	Good	⇈/⇈	⇈/↑
2015	Good	⇈/⇈	⇈/↑
2016	Good	⇈/⇈	⇈/↑
2017	-	-	-

Lincoln MKT

This big three-row SUV is based on the Ford Flex and has a very roomy, plush, and quiet interior along with many luxury amenities. However, the view out and the driving position are compromised by its styling. The third-row seats are best suited for kids. Base models are powered by a 3.7-liter V6. The up-level engine is a turbocharged V6, making it quick while returning 18 mpg overall. The ride is comfortable, but handling lacks agility, and the MKT is cumbersome at its cornering limits. A wide turning circle hampers maneuverability.

Redesign/Freshening: 2010, 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Lincoln MKT								
	08	09	10	11	12	13	14	15	16	17
Engine, Major			*	*	*	*	*	*	*	*
Engine Minor			*	*	*	*	*	*	*	*
Engine Cooling			*	*	*	*	*	*	*	*
Trans. Major			*	*	*	*	*	*	*	*
Trans. Minor			*	*	*	*	*	*	*	*
Drive System			*	*	*	*	*	*	*	*
Fuel System			*	*	*	*	*	*	*	*
Electrical			*	*	*	*	*	*	*	*
Climate Syst.			*	*	*	*	*	*	*	*
Suspension			*	*	*	*	*	*	*	*
Brakes			*	*	*	*	*	*	*	*
Exhaust			*	*	*	*	*	*	*	*
Paint/Trim			*	*	*	*	*	*	*	*
Noises & Leaks			*	*	*	*	*	*	*	*
Body Hardware			*	*	*	*	*	*	*	*
Power Equip.			*	*	*	*	*	*	*	*
In-Car Electr.			*	*	*	*	*	*	*	*
Used-Car			*	*	*	*	*	*	*	*

Prices

2008	-
2009	-
2010	$9,900 - $11,100
2011	$10,800 - $12,200
2012	$13,000 - $14,100
2013	$15,900 - $16,400
2014	$18,200 - $22,300
2015	$21,400 - $22,900
2016	$23,800 - $24,900
2017	$26,600 - $31,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	Good	⏫/⏫	⏫/⏫
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Lincoln MKX

Lincoln's car-based MKX midsize SUV arrived in 2007. A luxurious version of the Ford Edge, the MKX uses Ford's 3.5-liter V6 and six-speed automatic, a combination that delivered strong performance. The ride is comfortable, but handling lacks agility. Rear visibility isn't very good. The MyLincoln Touch infotainment system on more recent versions is distracting and tedious to use. The cabin is nicely appointed and relatively quiet, but doesn't match up to the $50,000 price tag when new. A 2016 redesign brought a turbocharged V6 engine that smoothly delivers power. Handling is agile, which makes the MKX relatively enjoyable to drive. Ford's much better Sync 3 infotainment system replaced the MyLincoln Touch system.

Redesign/Freshening: 2007, 2011, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Lincoln MKX								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	*	⏫	🔽	⏫	⏫	⏫	⏫	⏫	⏫
Engine Minor	⏫	*	⏫	⏫	🔽	⏫	⏫	⏫	⏫	⏫
Engine Cooling	⏫	*	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	🔽	*	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏬	*	⏫	⏬	⏫	🔽	🔽	🔽	⏫	🔽
Drive System	🔽	*	⏬	❗	🔽	🔽	🔽	⏫	🔽	🔽
Fuel System	🔽	*	🔽	🔽	🔽	⏫	⏫	⏫	❗	⏫
Electrical	🔽	*	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Climate Syst.	🔽	*	🔽	❗	⏬	⏫	🔽	⏫	⏫	⏫
Suspension	🔽	*	❗	🔽	🔽	⏫	🔽	⏫	⏫	⏫
Brakes	❗	*	🔽	⏬	⏬	❗	🔽	⏫	⏫	⏫
Exhaust	⏫	*	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	⏫	*	⏫	⏫	⏫	⏫	⏫	🔽	🔽	⏫
Noises & Leaks	🔽	*	🔽	⏫	⏫	❗	🔽	⏫	🔽	❗
Body Hardware	🔽	*	⏬	🔽	⏫	🔽	⏫	🔽	🔽	⏫
Power Equip.	⏫	*	⏫	🔽	🔽	⏬	❗	🔽	❗	❗
In-Car Electr.	🔽	*	❗	⏬	⏬	⏬	🔽	❗	🔽	⏫
Used-Car	❗	*	🔽	🔽	❗	🔽	🔽	⏫	⏬	⏬

Prices

2008	$8,300 - $9,500
2009	$9,300 - $10,500
2010	$10,300 - $11,500
2011	$12,600 - $13,900
2012	$14,500 - $16,200
2013	$18,000 - $19,500
2014	$20,700 - $22,400
2015	$23,500 - $25,400
2016	$25,500 - $39,600
2017	$27,200 - $42,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/🔽	⏫/⏫
2009	Good	⏫/🔽	⏫/⏫
2010	Good	⏫/🔽	⏫/⏫
2011	Good	❗/❗	⏫/⏫
2012	Good	❗/❗	⏫/⏫
2013	Good	❗/❗	⏫/⏫
2014	Good	❗/❗	⏫/⏫
2015	Good	❗/❗	⏫/⏫
2016	Good	⏫/⏫	⏫/⏫
2017	Good	⏫/⏫	⏫/⏫

WORSE — BETTER

Lincoln MKZ

The MKZ is based on the capable Ford Fusion. In 2007 an all-wheel-drive version was introduced. A 2010 freshening saw improvements to the turning circle, improved interior materials, and a quieter cabin. The ride became more supple and controlled, and handling more responsive. A hybrid arrived in 2011. The 2013 redesign brought a much better car, with an improved ride, handling that rivaled some European sports sedans, and a far more luxurious interior. Engine choices were a turbo four-cylinder as well as a V6 and a hybrid. But the MyLincoln Touch infotainment system is cumbersome to use, the push-button gear shifter and touch-sensitive controls were frustrating, and the sleek styling compromised cabin access and rear-seat room.

Redesign/Freshening: 2007, 2013.
Safety Equipment: ABS, and side and head protection air bags standard. ESC standard from 2009.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Lincoln MKZ									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Minor	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Cooling	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏫	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Drive System	🔽	⏫	🔼	➖	⏫	🔼	⏫	⏫	⏫	⏫
Fuel System	⏫	⏫	⏫	⏫	⏫	🔼	⏫	⏫	⏫	⏫
Electrical	⏫	⏫	⏫	⏫	🔼	⏫	⏫	⏫	⏫	⏫
Climate Syst.	⏫	⏫	🔽	🔽	🔼	⏫	⏫	🔼	⏫	⏫
Suspension	➖	🔼	🔽	⏬	➖	🔼	🔼	⏫	⏫	⏫
Brakes	➖	🔽	➖	🔼	🔽	🔼	⏫	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	➖	➖	⏫	⏫	⏫	➖	🔼	⏫	⏫	➖
Noises & Leaks	⏫	⏫	➖	➖	⏫	➖	🔼	⏫	🔼	🔼
Body Hardware	🔼	⏬	🔼	🔼	➖	🔼	🔼	⏫	⏫	🔼
Power Equip.	⏫	⏬	🔽	🔽	➖	⏬	🔽	🔽	🔼	🔽
In-Car Electr.	🔼	🔽	🔽	🔽	⏫	➖	⏬	⏬	🔽	🔽
Used-Car	⏫	🔼	🔼	➖	🔼	➖	➖	⏫	➖	🔽

Prices

2008	$5,700 - $5,900
2009	$6,400 - $6,700
2010	$7,800 - $8,000
2011	$8,500 - $9,000
2012	$9,600 - $10,400
2013	$14,500 - $15,400
2014	$16,800 - $17,900
2015	$18,100 - $25,100
2016	$20,900 - $28,100
2017	$25,800 - $29,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/⏫	⏫/🔼
2009	Good	⏫/⏫	⏫/🔼
2010	Good	⏫/⏫	⏫/🔼
2011	Good	🔼/➖	⏫/➖
2012	Good	🔼/➖	⏫/➖
2013	Good	⏫/🔼	➖/⏫
2014	Good	⏫/🔼	➖/⏫
2015	Good	⏫/🔼	➖/⏫
2016	Good	⏫/🔼	➖/⏫
2017	Good	⏫/➖	⏫/⏫

Lincoln Navigator

The Navigator is an upgraded Ford Expedition with leather and wood interior trim, seating for eight, and a selectable 4WD system that could be left permanently engaged. A redesign for 2003 improved the ride and handling. The cabin is quiet, and both rows of rear seats are comfortable and spacious for three adults -- unusual with any SUV. In 2007 the Navigator was freshened, receiving a six-speed automatic transmission. The power-operated third-row seat folds flat into the floor, and the Navigator L is 15 inches longer, bringing significantly more cargo room. Another freshening in 2015 brought a turbocharged six-cylinder in place of the V8.

Redesign/Freshening: 2007, 2015, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; AWD; Rear.

Reliability History

Trouble Spots	Lincoln Navigator									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	⏫	*	*
Engine Minor	*	*	*	*	*	*	*	⏫	*	*
Engine Cooling	*	*	*	*	*	*	*	⏫	*	*
Trans. Major	*	*	*	*	*	*	*	⏫	*	*
Trans. Minor	*	*	*	*	*	*	*	⏫	*	*
Drive System	*	*	*	*	*	*	*	⏫	*	*
Fuel System	*	*	*	*	*	*	*	⏫	*	*
Electrical	*	*	*	*	*	*	*	⏫	*	*
Climate Syst.	*	*	*	*	*	*	*	🔼	*	*
Suspension	*	*	*	*	*	*	*	⏫	*	*
Brakes	*	*	*	*	*	*	*	🔽	*	*
Exhaust	*	*	*	*	*	*	*	⏫	*	*
Paint/Trim	*	*	*	*	*	*	*	⏫	*	*
Noises & Leaks	*	*	*	*	*	*	*	🔽	*	*
Body Hardware	*	*	*	*	*	*	*	⏫	*	*
Power Equip.	*	*	*	*	*	*	*	🔼	*	*
In-Car Electr.	*	*	*	*	*	*	*	🔼	*	*
Used-Car	*	*	*	*	*	*	*	🔼	*	*

Prices

2008	$11,000 - $12,400
2009	$12,100 - $14,000
2010	$14,200 - $16,400
2011	$16,600 - $19,000
2012	$20,300 - $22,400
2013	$24,100 - $28,600
2014	$29,600 - $31,700
2015	$35,400 - $40,100
2016	$40,900 - $54,700
2017	$50,900 - $57,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⏫/⏫	⏫/⏫
2009	NT	⏫/⏫	⏫/⏫
2010	NT	⏫/⏫	⏫/⏫
2011	NT	NT	NT
2012	NT	➖/🔼	⏫/⏫
2013	NT	➖/🔼	⏫/⏫
2014	NT	➖/🔼	⏫/⏫
2015	NT	⏫/⏫	⏫/⏫
2016	NT	⏫/⏫	⏫/⏫
2017	NT	⏫/⏫	⏫/⏫

Lincoln Town Car

Long a favorite with car services, the Town Car's V8, long hood, and stately appearance maintains the tradition of domestic luxury cruisers. Built on an old-school full frame, with rear-wheel drive and a host of electronic and convenience features, the Town Car delivers a fairly comfortable ride but lacks the sophistication of more up-to-date luxury cars. Handling is secure but rather clumsy and its 4.6-liter V8 is somewhat noisy and unrefined. The rear seat can hold three adults comfortably, and even more room is available in the extended Signature model. With steep depreciation the Town Car is a fair used car for those who don't mind a very dated design.

Redesign/Freshening: 1998.
Safety Equipment: ABS and side air bags standard. ESC not available.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Lincoln Town Car								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*						
Engine Minor	*	*	*	*						
Engine Cooling	*	*	*	*						
Trans. Major	*	*	*	*						
Trans. Minor	*	*	*	*						
Drive System	*	*	*	*						
Fuel System	*	*	*	*						
Electrical	*	*	*	*						
Climate Syst.	*	*	*	*						
Suspension	*	*	*	*						
Brakes	*	*	*	*						
Exhaust	*	*	*	*						
Paint/Trim	*	*	*	*						
Noises & Leaks	*	*	*	*						
Body Hardware	*	*	*	*						
Power Equip.	*	*	*	*						
In-Car Electr.	*	*	*	*						
Used-Car	*	*	*	*						

Prices

2008	$4,800 - $9,500
2009	$5,800 - $10,900
2010	$7,500 - $13,500
2011	$7,200 - $13,000
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	▲/▲	▲/▲
2009	Good	▲/▲	▲/▲
2010	Good	▲/▲	▲/▲
2011	Good	NT	NT
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Mazda2

This subcompact hatchback is about the size of the Honda Fit or Toyota Yaris. Only the five-door version of the Mazda2 was available. Power comes from a 100-hp, 1.5-liter four-cylinder engine. A slick-shifting five-speed manual transmission is standard, and a four-speed automatic is optional, but it saps some power. Handling is quite nimble, and the ride is tolerable, but the cabin is noisy. Rear-seat room is relatively good given the size of the car. It is related to the Ford Fiesta, but it trades some refinement and comfort in order to sell at a lower price. 2014 was the last year for the Mazda2 in the U.S. However, the redesigned Mazda2 was available in Canada, and was sold in the U.S. as the Scion iA and then the Toyota Yaris iA.

Redesign/Freshening: 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Mazda 2								
	08	09	10	11	12	13	14	15	16	17
Engine, Major				*	*	*	*			
Engine Minor				*	*	*	*			
Engine Cooling				*	*	*	*			
Trans. Major				*	*	*	*			
Trans. Minor				*	*	*	*			
Drive System				*	*	*	*			
Fuel System				*	*	*	*			
Electrical				*	*	*	*			
Climate Syst.				*	*	*	*			
Suspension				*	*	*	*			
Brakes				*	*	*	*			
Exhaust				*	*	*	*			
Paint/Trim				*	*	*	*			
Noises & Leaks				*	*	*	*			
Body Hardware				*	*	*	*			
Power Equip.				*	*	*	*			
In-Car Electr.				*	*	*	*			
Used-Car				*	*	*	*			

Prices

2008	-
2009	-
2010	-
2011	$5,500 - $5,600
2012	$6,100 - $6,300
2013	$6,800 - $7,100
2014	$7,600 - $7,900
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	-	-	-
2016	-	-	-
2017	-	-	-

Mazda3 ✔ Good Bet

The Mazda3 is one of the better small cars choices, with precise, responsive handling and a firm ride. Interior quality is very good, though the cabin is noisy and the rear seat somewhat tight. For 2012, Mazda added a new 2.0-liter Skyactiv engine and six-speed automatic transmission that boosted fuel economy to an impressive 32 mpg. The 2014 redesign brought a number of features normally found on luxury cars, including an infotainment system that can be somewhat frustrating to operate. Optional active safety features include forward collision warning and automatic emergency braking. Ride comfort takes a back seat to sporty handling and interior noise levels are a bit high. A 2017 update brought some improvement, as well as more features. The four-door hatchback has a good sized trunk, while the hatchback offers more flexibility; both have a somewhat cramped rear seat for the class.

Redesign/Freshening: 2004, 2010, 2014.
Safety Equipment: ABS, side and head protection air bags standard. ESC standard from 2011.
Drive Wheels: Front.

Reliability History

Trouble Spots	Mazda 3								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	↑	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Engine Cooling	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↑	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	!	↑	↑	↑	↑	⇈	⇈	⇈	⇈	⇈
Drive System	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	⇊	!	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈
Suspension	↓	⇊	!	⇊	↑	⇈	↑	⇈	⇈	⇈
Brakes	↓	↑	↑	↑	↑	⇈	⇈	⇈	⇈	⇈
Exhaust	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	!	↓	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Noises & Leaks	!	!	↑	↑	!	⇈	↑	⇈	⇈	⇈
Body Hardware	↑	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Power Equip.	↑	!	↑	↑	↑	↑	⇈	⇈	↑
In-Car Electr.	↑	↑	↑	↑	↑	↓	!	!	!
Used-Car	!	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈

Prices

2008	$4,700 - $6,900
2009	$5,100 - $8,200
2010	$5,300 - $10,000
2011	$5,600 - $11,100
2012	$6,100 - $12,200
2013	$7,700 - $14,600
2014	$9,300 - $16,100
2015	$11,000 - $17,900
2016	$13,200 - $18,300
2017	$15,900 - $21,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	↑/↑	!/!
2009	Good	↑/↑	NT
2010	Good	⇈/⇈	⇈/↑
2011	Good	⇈/↑	⇈/↓
2012	Good	⇈/↑	↑/↓
2013	Good	⇈/↑	↑/↓
2014	Good	⇈/↑	↑/⇈
2015	Good	⇈/↑	↑/⇈
2016	Good	⇈/↑	↑/⇈
2017	Good	⇈/↑	↑/⇈

Mazda5

The Mazda5 has the utility of a minivan yet is as agile, maneuverable and economical as a small car. Based on the Mazda3, it delivers responsive handling, a comfortable ride, and a relatively quiet interior. Our major beef is its pronounced road noise. Fuel economy was a decent 23 mpg overall. The 2.3-liter, four-cylinder provides adequate performance but feels weak when hauling full loads or climbing hills. Visibility and access are excellent. It has flexible seating for four passengers and their luggage, or can accommodate six people but little luggage. The two rearmost seats are cramped. 2008 brought a five-speed automatic which improved fuel economy slightly. The 2012 freshening brought a 2.5-liter engine that improved performance slightly. 2015 was the last year for the Mazda 5.

Redesign/Freshening: 2006, 2012.
Safety Equipment: ABS, side and head protection air bags standard. ESC standard from 2010.
Drive Wheels: Front.

Reliability History

Trouble Spots	Mazda 5								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	⇈		⇈	⇈	!	⇈		
Engine Minor	!	!	⇈		↑	⇈	⇈	⇈		
Engine Cooling	⇈	↑	⇈		⇈	⇈	⇈	⇈		
Trans. Major	↑	⇈	⇈		↑	↑	⇈	⇈		
Trans. Minor	↓	!	↑		⇈	⇈	↑	⇈		
Drive System	↑	!	⇈		↑	⇈	⇈	⇈		
Fuel System	↑	!	!		!	⇈	⇈	⇈		
Electrical	!	!	⇈		⇈	⇈	↑	⇈		
Climate Syst.	!	↓	↓		↑	⇈	⇈	!		
Suspension	↓	↓	↓		!	↑	!	!		
Brakes	↓	!	↓		↓	↑	!	⇈		
Exhaust	↑	↓	↓		↑	⇈	⇈	⇈		
Paint/Trim	↓	↓	↑		↑	⇈	↑	⇈		
Noises & Leaks	↓	↓	↓		!	⇈	⇈	⇈		
Body Hardware	↓	⇈	↑		⇈	⇈	↑	!		
Power Equip.	↓	!	↑		↑	↑	!	↑		
In-Car Electr.	!	!	↑		⇈	⇈	↑	⇈		
Used-Car	↓	↓	!		!	⇈	!	↑		

Prices

2008	$4,500 - $4,500
2009	$5,100 - $5,100
2010	$5,800 - $5,800
2011	-
2012	$7,300 - $10,600
2013	$8,500 - $11,800
2014	$10,600 - $13,900
2015	$13,300 - $16,500
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⇈/⇈	⇈/↑
2009	NT	⇈/⇈	⇈/↑
2010	NT	⇈/⇈	⇈/↑
2011	-	-	-
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	-	-	-
2017	-	-	-

Mazda6 ✔ Good Bet

When it debuted the Mazda6 had a firm yet compliant ride and excellent brakes. The four-cylinder engine doesn't feel refined and the V6 is quick but thirsty. The car scored Poor in the IIHS side-crash test when tested without side air bags. An improved model debuted for 2009. The four-cylinder grew to 2.5 liters and returned 24 mpg overall, while the powerful 3.7-liter V6 got 20 mpg. We found the car to be quite nimble, with good steering feel and a supple, controlled ride, but road noise is pronounced. The rear seat was roomier but the low roofline inhibited access. A new Mazda6 arrived for 2013 on a new platform. We got an excellent 32 mpg overall from the smooth four-cylinder and six-speed automatic. The car is agile and capable in corners, with a taut but firm ride. The cabin is loud, particularly on the highway.

Redesign/Freshening: 2003, 2009, 2014.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2009.
Drive Wheels: Front.

Reliability History

Trouble Spots	Mazda 6								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	⇈	⌃	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	!	⇈	⇈	!	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⌄	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⌄	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⌃	⌃	⇈	⌃	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇈	⌃	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⌃	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⌃	⇈	⇈	⌃	⇈	⇈	⇈	⇈
Climate Syst.	⌄	⇈	!	!	⇈	⇈	⇈	⇈	⇈	⇈
Suspension	⇈	⌃	⌃	⌃	⇈	⌄	⇈	⇈	⇈	⇈
Brakes	⌄	!	!	⌃	⌃	!	⌃	⇈	⇈	⇈
Exhaust	⌃	⇈	⇈	⌃	⌄	⌄	⇈	⇈	⇈	⇈
Paint/Trim	⌄	⌄	⌃	!	!	⇈	⌃	⇈	!	⇈
Noises & Leaks	!	⇈	⇈	⌃	⌃	!	⌃	⌃	⇈	⇈
Body Hardware	⌃	⇈	⇈	⌃	⌃	⇈	⇈	⇈	⌃	⇈
Power Equip.	!	!	!	⌄	⇈	⇈	⌃	⇈	⇈	⌃
In-Car Electr.	⇈	⌄	⌄	⌃	⇈	⌃	⌄	⌃	⌃	⌄
Used-Car	!	⇈	⇈	⌃	⇈	⇈	⌃	⇈	⌃	⇈

Prices

2008	$4,500 - $5,600
2009	$5,800 - $6,400
2010	$6,600 - $8,000
2011	$7,000 - $11,200
2012	$7,500 - $12,200
2013	$8,600 - $13,800
2014	$11,400 - $15,600
2015	$13,300 - $18,100
2016	$15,100 - $21,600
2017	$16,900 - $24,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⇈/⇈	⌃/⌃
2009	Good	⇈/⇈	⇈/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	Good	NT	NT
2012	Good	⌃/!	⇈/⌃
2013	Good	⌃/!	⇈/⌃
2014	Good	⇈/⌃	⇈/⇈
2015	Good	⇈/⌃	⇈/⇈
2016	Good	⇈/⌃	⇈/⇈
2017	Good	⇈/⌃	⇈/⇈

Mazda CX-3

Mazda's entry in the mini-utility segment delivers agile, fun-to-drive handling; a solid and substantial feel; and good fuel economy. The ride is firm but does a good job absorbing impacts, although noise levels can be high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 146-hp, 2.0-liter four-cylinder and a six-speed automatic. It's a smooth, willing mill but isn't overly powerful. The infotainment system includes a 7-inch center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is modest. Blind-spot monitoring and adaptive cruise control are available.

Redesign/Freshening: 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Mazda CX-3									
	08	09	10	11	12	13	14	15	16	17
Engine, Major									⇈	*
Engine Minor									⇈	*
Engine Cooling									⇈	*
Trans. Major									⇈	*
Trans. Minor									⇈	*
Drive System									⌃	*
Fuel System									⌃	*
Electrical									⇈	*
Climate Syst.									⌃	*
Suspension									⇈	*
Brakes									⇈	*
Exhaust									⇈	*
Paint/Trim									⇈	*
Noises & Leaks									⌃	*
Body Hardware									⇈	*
Power Equip.									⌃	*
In-Car Electr.									!	*
Used-Car									⌃	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-
2016	$16,500 - $22,000
2017	$18,900 - $24,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	Good	⇈/⇈	⇈/⇈
2017	Good	⇈/⇈	⇈/⇈

Mazda CX-5 ✔ Good Bet

The CX-5 is competitive in the small SUV class. Handling is taut and agile, with quick, well weighted steering that makes the CX-5 fun in corners. But we found the ride to be choppy and the cabin is loud. Both the 2.0-liter and the more powerful 2.5-liter engines returned an impressive 25 mpg overall in our tests. Look for a model with the 2.5-liter engine, which is much more responsive than the 2.0-liter. The six-speed automatic is smooth. The interior is roomy and versatile, and the controls are simple to use. Recent models have a rotary knob and a screen on the dash which work in tandem—it takes some getting used to. It's easy to find upscale features on the Grand Touring version.

Redesign/Freshening: 2013, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Mazda CX-5									
	08	09	10	11	12	**13**	14	15	16	**17**
Engine, Major						⇈	⇈	⇈	⇈	⇈
Engine Minor						⇈	⇈	⇈	⇈	⇈
Engine Cooling						⇈	⇈	⇈	⇈	⇈
Trans. Major						⇈	⇈	⇈	⇈	⇈
Trans. Minor						⇈	⇈	⇈	⇈	⇈
Drive System						⇈	⇈	⇈	⇈	⇈
Fuel System						⌃	⇈	⇈	⇈	⇈
Electrical						⇈	⇈	⇈	⇈	⇈
Climate Syst.						⇈	⇈	⇈	⇈	!
Suspension						⇈	⇈	⇈	⇈	⇈
Brakes						⇊	!	⇈	⇈	⇈
Exhaust						⇈	⇈	⇈	⇈	⇈
Paint/Trim						⌃	⇈	⇈	⇈	⇈
Noises & Leaks						⇈	⌃	⇈	⇈	!
Body Hardware						⇈	⌃	⇈	⇈	!
Power Equip.						!	⇈	⌃	⇈	⇈
In-Car Electr.						⇈	!	⌃	!	!
Used-Car						⌃	⌃	⇈	⇈	!

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	$11,000 - $15,700
2014	$13,200 - $17,900
2015	$15,000 - $20,500
2016	$16,900 - $24,800
2017	$19,800 - $28,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	Good	⇈/⌃	⇈/⇈
2014	Good	⇈/⇈	⇈/⇈
2015	Good	⇈/⇈	⇈/⇈
2016	Good	⇈/!	⇈/⇈
2017	Good	⇈/⇈	⇈/⌃

Mazda CX-7

We would stay away from the CX-7 and choose a different SUV. It has coupe-like styling and a turbocharged, four-cylinder engine. Handling is agile and secure. The ride is fairly stiff and road noise is pronounced. We found the CX-7 delivered ample midrange power, but there was a frustrating and disconcerting initial lag at low revs. Fuel economy averaged a mediocre 18 mpg in our tests. The interior is well put together but some materials feel cheap. The firm front seats are generally supportive. The rear seat is not very roomy and is too low. The optional backup camera is an asset, but the navigation system compromises the radio controls. 2012 was the last year for the CX-7.

Redesign/Freshening: 2007.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Mazda CX-7									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	⌃	⇈	*					
Engine Minor	*	*	⌃	⇈	*					
Engine Cooling	*	*	⇈	⇈	*					
Trans. Major	*	*	⇈	⇈	*					
Trans. Minor	*	*	⇈	⇈	*					
Drive System	*	*	⇈	⇈	*					
Fuel System	*	*	⌃	⇈	*					
Electrical	*	*	⇈	⇈	*					
Climate Syst.	*	*	⌃	⇈	*					
Suspension	*	*	!	⇈	*					
Brakes	*	*	⇊	⇈	*					
Exhaust	*	*	⇈	⇈	*					
Paint/Trim	*	*	⌃	⇈	*					
Noises & Leaks	*	*	⇈	⇈	*					
Body Hardware	*	*	⇈	⌃	*					
Power Equip.	*	*	⇈	!	*					
In-Car Electr.	*	*	⇊	⌃	*					
Used-Car	*	*	⇈	⇈	*					

Prices

2008	$5,000 - $6,000
2009	$5,800 - $7,000
2010	$6,300 - $7,700
2011	$7,300 - $10,100
2012	$8,600 - $12,800
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	⇈/⇈
2009	Good	⇈/⇈	⇈/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	Good	NT	NT
2012	Good	NT	NT
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Mazda CX-9

The three-row CX-9 looks like a longer version of the CX-7 but is much nicer. Overall, it is a bit of a hidden gem. It's quiet, agile, and has a nice interior with attractive trim. The third-row seat is small but relatively easy to access. Handling is taut and agile, and the ride is firm and steady, yet comfortable. The 60/40-split second-row seats slide forward and rearward for greater second- or third-row leg room. It initially used Ford's punchy, 3.5-liter V6 engine but in 2008 it got a smoother, more refined 3.7-liter V6. The optional blind-spot warning system works well. The CX-9 performed poorly when tested in the IIHS small-overlap crash test. The 2016 redesign brought a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic.

Redesign/Freshening: 2007, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Mazda CX-9								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

Prices

2008	$7,300 - $8,400
2009	$8,100 - $9,300
2010	$8,800 - $9,900
2011	$9,400 - $13,400
2012	$10,400 - $15,300
2013	$12,600 - $16,700
2014	$14,400 - $21,100
2015	$16,700 - $26,100
2016	$23,600 - $32,700
2017	$28,000 - $36,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	NT	NT	NT
2017	Good	NT	NT

Mazda MX-5 Miata

The Miata is a fun-to-drive weekend toy, with a five-speed manual that shifts smoothly. Zesty performance, super-nimble handling, and precise steering always made this car as enjoyable as it gets. After 2006 the Miata received a smidgen more interior space and trunk room, but you could still easily raise and lower the top manually from the driver's seat. A power retractable hard top is also available. The ride is tolerable, but just, and the constant loud road and engine noise can get tiring. Super-agile handling remains its long suit. Be prepared to travel light given the tight quarters and have some dexterity to get in and out of the low cabin. The 2016 redesign took the Miata back to its roots somewhat. Light weight lets the small 2.0-liter engine quickly scoot the roadster along. Handling is sublime, but the ride is still stiff and the seats lack support.

Redesign/Freshening: 2006, 2016.
Safety Equipment: ABS and side air bags standard. ESC available, standard from 2012.
Drive Wheels: [Rear.

Reliability History

Trouble Spots	Mazda MX-5 Miata								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$7,500 - $9,000
2009	$8,300 - $9,900
2010	$9,300 - $10,900
2011	$9,700 - $13,800
2012	$10,800 - $16,100
2013	$12,100 - $16,600
2014	$14,100 - $18,500
2015	$15,000 - $20,500
2016	$21,700 - $22,600
2017	$23,900 - $30,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Mercedes-Benz C-Class

Just about every C-Class we've tested has been smooth, quick, quiet, and comfortable, with agile handling and excellent steering and brakes. The 2008 redesign made rear seat a bit bigger but the cabin remained snug. The 3.0-liter V6 provides strong performance and decent fuel economy of 21 mpg overall in our tests. The C remained fun to drive, but the ride can be choppy with the sport suspension and the steering was overly light. We liked the improvements made to the C when we tested a 2012 C250 with the smooth turbo four-cylinder. The Luxury version had a steady ride and agile handling, with comfortable front seats, while the Sport had more cornering grip, but a stiffer ride. Some controls are not that logical. The redesigned 2015 C-Class delivers a driving experience that is close to ideal when it comes to balancing performance and comfort.

Redesign/Freshening: 2008, 2015.
Safety Equipment: [ABS, ESC, and side and head protection air bags standard].
Drive Wheels: [AWD; Rear.

Reliability History

Trouble Spots	Mercedes-Benz C-Class								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	!	↑	!	!	⇈	↑	⇈	⇈
Engine Minor	↓	↑	⇈	⇈	!	!	⇈	↑	⇈	↑
Engine Cooling	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	↑	↑	↑	⇈	↑	⇈	⇈	↑	⇈	⇈
Drive System	!	↓	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	⇈	↓	↑	⇈	↑	⇈	⇈	⇈	⇈
Electrical	↑	⇈	↑	⇈	↑	↑	⇈	⇈	⇈	⇈
Climate Syst.	⇈	↓	↑	⇈	!	⇈	↑	⇈	⇈	⇈
Suspension	⇈	!	↓	↑	⇈	⇈	⇈	↑	↑	⇈
Brakes	↑	!	↑	⇈	!	↑	⇈	⇈	↑	⇈
Exhaust	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↓	↓	↓	⇈	↑	↑	⇈	↑	⇈	⇈
Noises & Leaks	⇈	↑	⇈	⇈	!	!	⇈	↓	!	↑
Body Hardware	↑	↑	↑	⇈	⇈	⇈	↑	⇈	↑	↑
Power Equip.	↓	↓	↓	↓	↓	!	↑	↓	↓	↑
In-Car Electr.	↓	↓	⇈	↑	↑	↑	↑	!	↓	↓
Used-Car	↑	!	!	⇈	!	!	⇈	↓	↓	!

Prices

2008	$8,000 - $18,400
2009	$8,900 - $19,600
2010	$9,900 - $21,200
2011	$10,900 - $24,100
2012	$11,700 - $29,700
2013	$14,500 - $31,800
2014	$16,900 - $38,700
2015	$22,000 - $53,800
2016	$25,700 - $57,100
2017	$29,900 - $76,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	↑/↑	⇈/⇈
2009	Good	↑/↑	⇈/⇈
2010	Good	NT	NT
2011	Good	↑/↓	⇈/↑
2012	Good	NT	NT
2013	Good	↑/↑	⇈/⇈
2014	Good	↑/↑	⇈/⇈
2015	Good	⇈/↑	⇈/↑
2016	Good	⇈/↑	⇈/⇈
2017	Good	⇈/↑	⇈/↑

Mercedes-Benz CLA

The sleek and compact CLA250 is Mercedes' entry-level, front-drive, compact, four-door coupe. It has a nicely-finished cabin and fuel economy of 28 mpg is respectable. But the driving experience falls well short of a typical Mercedes. The 2.0-liter four-cylinder and seven-speed automatic lack refinement. It's quick, but power delivery is uneven. While fairly agile, the car rides stiffly. The cabin is noisy and cramped, especially in the rear, the view out is seriously impaired, and access is difficult both front and rear. All-wheel drive is optional. The high-performance, 355-hp CLA45 tops the range.

Redesign/Freshening: 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Mercedes-Benz CLA								
	08	09	10	11	12	13	14	15	16	17
Engine, Major							⇈	*	*	*
Engine Minor							↑	*	*	*
Engine Cooling							⇈	*	*	*
Trans. Major							⇈	*	*	*
Trans. Minor							↑	*	*	*
Drive System							↓	*	*	*
Fuel System							⇈	*	*	*
Electrical							⇈	*	*	*
Climate Syst.							⇈	*	*	*
Suspension							⇈	*	*	*
Brakes							!	*	*	*
Exhaust							⇈	*	*	*
Paint/Trim							↑	*	*	*
Noises & Leaks							↑	*	*	*
Body Hardware							⇈	*	*	*
Power Equip.							↑	*	*	*
In-Car Electr.							↓	*	*	*
Used-Car							!	*	*	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	$19,900 - $33,300
2015	$21,200 - $36,500
2016	$24,200 - $43,500
2017	$29,900 - $50,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Mercedes-Benz CLS

The CLS sedan combines swoopy, coupe-like styling with four doors. But the low roof, small windows, and reduced interior space compromise access, visibility, and rear-seat room. The 5.0-liter V8 offers smooth and abundant power, but in our tests the seven-speed automatic hesitated before downshifts and wasn't always smooth. A 6.3-liter AMG version is available. The quick steering offers good feedback, and handling is capable but not really sporty. The ride is mostly steady, but some side-to-side motions are annoying. Noise levels are hushed. Fit and finish is excellent, but the controls are complicated. For 2012 the car was extensively freshened, with a 4.6-liter twin-turbo V8. It remains a highly-capable sporty sedan, with excellent interior fit and finish.

Redesign/Freshening: 2006, 2012, 2019.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Mercedes-Benz CLS									
	08	09	10	11	**12**	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*
Used-Car	*	*	*	*	*	*	*	*	*	*

Prices

2008	$11,100 - $17,000
2009	$12,700 - $20,900
2010	$15,200 - $26,600
2011	$17,600 - $30,200
2012	$24,500 - $35,700
2013	$29,300 - $43,700
2014	$35,500 - $58,700
2015	$40,100 - $70,700
2016	$48,800 - $84,000
2017	$62,400 - $96,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Mercedes-Benz E-Class ✔ Good Bet

The E-Class has been among the best cars CR has tested, traditionally combining a first-class cabin with agile handling and a smooth ride. The E350's punchy 3.5-liter V6 and seven-speed automatic returned 21 mpg overall. Though it is refined and quiet, we didn't find the 2010 redesign as impressive as its predecessor. Handling is capable, but the steering isn't as communicative as it used to be. Subsequent updates, including a revised suspension, moved the car back to benchmark status. A frugal 2.1-liter four-cylinder diesel returns 30 mpg overall in our tests. Interior accommodations are plush, with comfortable and supportive seats, excellent fit and finish, and a large trunk. The Luxury trim is the one to go for, because the Sport has an overly-firm ride. A convertible, wagon, and coupe are offered.

Redesign/Freshening: 2007, 2010, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Mercedes-Benz E-Class									
	08	09	**10**	11	12	13	14	15	16	**17**
Engine, Major	▲	▼	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Engine Minor	▼	▼▼	▲	▲▲	!	▲▲	▲▲	▲▲	▲▲	▲▲
Engine Cooling	▲▲	▲▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Trans. Major	▼	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Trans. Minor	▲▲	!	▲▲	▲▲	▲	▲▲	▲	▲▲	▲▲	▲▲
Drive System	!	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Fuel System	▼▼	!	▲	▲▲	▲	▲	▲▲	▲▲	▲▲	▲▲
Electrical	!	▲▲	▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Climate Syst.	!	▲	▲	!	▲▲	▲▲	▲	▲▲	▲▲	▲▲
Suspension	!	▼	▲	▲	▲▲	▲	▲	▲▲	▲▲	▲▲
Brakes	▲	!	▲	▼	▲▲	▲	▲	▲	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Paint/Trim	▲▲	▲	▲	▲	▲	▲	▲▲	▲▲	▲▲	▲▲
Noises & Leaks	!	▲▲	▲	▲	!	▲	▲	▲▲	▲	!
Body Hardware	▲▲	▲	▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Power Equip.	▲	▼	▲	!	!	▲	▼	▼	!	▲
In-Car Electr.	▲▲	▼▼	!	▲	!	▲▲	!	!	!	▼▼
Used-Car	!	!	▲	▲	▲▲	▲▲	▲	▲▲	▲	▲

Prices

2008	$8,000 - $15,500
2009	$9,500 - $19,500
2010	$12,500 - $23,000
2011	$14,000 - $27,800
2012	$15,900 - $35,600
2013	$18,700 - $41,900
2014	$24,100 - $62,300
2015	$29,400 - $71,600
2016	$33,200 - $78,500
2017	$43,900 - $68,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	▲/▲	▲▲/▲▲
2009	Good	▲/▲	▲▲/▲▲
2010	Good	▲/▲	▲▲/▲▲
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	▲/▲	▲▲/▲▲
2015	Good	▲/▲	▲▲/▲▲
2016	Good	▲/▲	▲▲/▲▲
2017	Good	▲▲/▲▲	▲▲/▲▲

Mercedes-Benz GL, GLS

This seven-passenger luxury SUV has a great deal of interior space, with a third-row seat roomy enough for adults. The 4.6-liter V8 is smooth and delivers strong performance. Expect 15 mpg overall; diesel models return 19-20 mpg overall, impressive for a large SUV. The good steering feel belies the GL's size and weight. It proved secure and forgiving in our tests, the ride is comfortable, and the interior is very quiet. Fit and finish is excellent, but some controls are overly complicated. The GL can tackle most off-road situations, and towing capacity is impressive. The redesigned 2013 version is one of the most comfortable-riding SUVs we've tested, but handling is clumsy at its limits. Interior accommodations are top notch. Available features include a self-parking system and a 360-degree camera view. For 2017 the GL was renamed the GLS.

Redesign/Freshening: 2007, 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: [4WD; AWD.

Reliability History

Trouble Spots	Mercedes-Benz GL, GLS									
	08	09	10	11	12	**13**	14	15	16	17
Engine, Major	*	*	*	*	⌄	⌄	⌃⌃	⌃⌃	*	*
Engine Minor	*	*	*	*	⌄	⌄	⌃	!	*	*
Engine Cooling	*	*	*	*	⌃	⌄	⌃	⌃⌃	*	*
Trans. Major	*	*	*	*	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*	*
Trans. Minor	*	*	*	*	!	⌃	⌃	⌄⌄	*	*
Drive System	*	*	*	*	⌄	⌃	⌃⌃	!	*	*
Fuel System	*	*	*	*	⌄⌄	⌄⌄	!	⌃⌃	*	*
Electrical	*	*	*	*	⌃	⌃	⌃⌃	⌃⌃	*	*
Climate Syst.	*	*	*	*	⌃⌃	⌄⌄	⌃	⌄⌄	*	*
Suspension	*	*	*	*	⌄⌄	⌃⌃	⌃	⌃⌃	*	*
Brakes	*	*	*	*	⌄⌄	⌄⌄	⌃	⌃⌃	*	*
Exhaust	*	*	*	*	⌃⌃	⌃	⌃⌃	⌃⌃	*	*
Paint/Trim	*	*	*	*	⌃⌃	⌃⌃	⌃	⌃⌃	*	*
Noises & Leaks	*	*	*	*	⌃⌃	⌃⌃	⌃	⌄⌄	*	*
Body Hardware	*	*	*	*	⌃⌃	⌃⌃	⌃⌃	⌃	*	*
Power Equip.	*	*	*	*	⌄⌄	⌃	⌃⌃	⌄⌄	*	*
In-Car Electr.	*	*	*	*	⌄	⌄	!	⌄⌄	*	*
Used-Car	*	*	*	*	⌄⌄	⌄⌄	!	⌄⌄	*	*

Prices

2008	$11,700 - $14,000
2009	$13,600 - $15,800
2010	$15,600 - $19,800
2011	$18,100 - $22,100
2012	$20,700 - $25,200
2013	$29,600 - $50,800
2014	$35,400 - $60,500
2015	$40,900 - $65,500
2016	$52,300 - $82,000
2017	$59,700 - $106,000

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Mercedes-Benz GLA

Essentially a raised wagon version of the CLA sedan, the GLA performed better in our tests than its sibling. It got 26-mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined and, combined with the engine's turbo lag, makes the GLA feel lethargic despite its quick acceleration times. Handling is fairly agile, but the ride is stiff, and the cabin is loud. Visibility, particularly to the rear, is poor. Standard safety features include a radar-based collision-prevention system. Autonomous emergency braking, blind-spot monitoring, and lane assist are optional. A front-drive version and a high-performance 375-hp GLA45 are available.

Redesign/Freshening: 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Mercedes-Benz GLA									
	08	09	10	11	12	13	14	**15**	16	17
Engine, Major								⌃⌃	⌃⌃	*
Engine Minor								⌃⌃	⌃	*
Engine Cooling								⌃⌃	⌃⌃	*
Trans. Major								⌃⌃	⌃⌃	*
Trans. Minor								⌃⌃	⌃⌃	*
Drive System								⌃⌃	⌃⌃	*
Fuel System								⌃⌃	⌃⌃	*
Electrical								⌃⌃	⌃⌃	*
Climate Syst.								⌃⌃	⌃⌃	*
Suspension								⌃	⌃	*
Brakes								⌃⌃	⌃⌃	*
Exhaust								⌃⌃	⌃⌃	*
Paint/Trim								⌃	⌃⌃	*
Noises & Leaks								⌃	⌃	*
Body Hardware								⌃⌃	⌃⌃	*
Power Equip.								⌃⌃	⌄	*
In-Car Electr.								⌄⌄	⌃	*
Used-Car								!	⌃	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	$23,500 - $36,700
2016	$24,400 - $40,800
2017	$28,200 - $47,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Mercedes-Benz GLK, GLC

The GLK has a smooth 3.5-liter V6 that delivers quick acceleration and 18 mpg overall on premium fuel. Ride comfort is solid and tranquil when cruising, but the low-speed ride is a bit unsettled. The GLK handles fairly nimbly, but doesn't shine at its limits. The high, upright seating position affords a commanding view out through the big windows. The front seats are firm but well-shaped. Rear legroom is stingy at best and the wide doorsills impede access. The controls aren't exactly logical. A 2013 freshening considerably improved the car, with a new V6 engine that increased fuel economy to 21 mpg overall and more luxurious interior materials. A four-cylinder diesel engine is also available. A 2016 redesign came with a name change to GLC. It uses a 2.0-liter turbo four-cylinder that delivers ample power, and a nine-speed automatic that shifts smoothly.

Redesign/Freshening: 2010, 2016.
Safety Equipment: [ABS, ESC, and side and head protection airbags standard.
Drive Wheels: [AWD; Rear.

Reliability History

Trouble Spots	Mercedes-Benz GLK, GLC								
	08	09	**10**	11	12	13	14	15	**16**	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	-
2009	-
2010	$12,500 - $13,600
2011	$13,500 - $14,400
2012	$15,000 - $15,900
2013	$18,100 - $21,300
2014	$22,600 - $24,100
2015	$25,200 - $27,600
2016	$35,300 - $37,400
2017	$36,900 - $52,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	NT	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Mercedes-Benz M-Class, GLE

The M-Class has a roomy interior with seating for five and lots of cargo room. You can count on the ML to ride and handle relatively well, but some interior materials were flimsy. The 2006 redesign brought more powerful V6 and V8 engines, a much better interior, and a seven-speed automatic that sometimes hesitated to shift. Controls are confusing. The 2012 redesign was a significant improvement. The SUV became quick and very refined, quiet, and well finished. Handling is responsive but steering is a little vague at the ML's cornering limits. Towing capacity is impressive. A turbodiesel V6 was also available, as was a high-performance AMG version. Some controls have improved, but others are still complicated. The M-Class was renamed the GLE in 2016.

Redesign/Freshening: 2006, 2012, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Mercedes-Benz M-Class, GLE								
	08	09	10	11	**12**	13	14	15	**16**	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$10,200 - $15,400
2009	$10,400 - $21,100
2010	$12,600 - $23,000
2011	$14,100 - $28,200
2012	$21,700 - $37,300
2013	$24,000 - $44,000
2014	$27,000 - $49,100
2015	$29,900 - $55,900
2016	$39,800 - $86,400
2017	$48,700 - $96,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	NT	NT
2017	Good	NT	NT

Mercedes-Benz R-Class

Feeling like a luxury minivan, the three-row R-Class has room for six or seven in its flexible interior. The ride is comfortable and quiet. Handling is responsive and secure, but the steering is too light. The 5.0-liter V8 returned 15 mpg overall in our tests. A 3.5-liter V6 is optional. The seven-speed automatic sometimes hesitated to downshift. Access is very easy but the long rear doors can strike adjacent cars when swung open. The second-row seats are very roomy and comfortable, but the third-row seats are tight. When they are folded early R-Class models could only carry four passengers; in 2008 a second-row bench seat was offered, increasing seating capacity. Fit and finish is excellent, but some controls are awkward. In 2008 the V8 was dropped, and a 3.2-liter V6 diesel was added. 2012 was the last year for the slow-selling R-Class.

Redesign/Freshening: 2006.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Mercedes-Benz R-Class									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*					
Engine Minor	*	*	*	*	*					
Engine Cooling	*	*	*	*	*					
Trans. Major	*	*	*	*	*					
Trans. Minor	*	*	*	*	*					
Drive System	*	*	*	*	*					
Fuel System	*	*	*	*	*					
Electrical	*	*	*	*	*					
Climate Syst.	*	*	*	*	*					
Suspension	*	*	*	*	*					
Brakes	*	*	*	*	*					
Exhaust	*	*	*	*	*					
Paint/Trim	*	*	*	*	*					
Noises & Leaks	*	*	*	*	*					
Body Hardware	*	*	*	*	*					
Power Equip.	*	*	*	*	*					
In-Car Electr.	*	*	*	*	*					
Used-Car	*	*	*	*	*					

Prices

2008	$7,000 - $9,400
2009	$9,600 - $10,500
2010	$11,900 - $12,000
2011	$14,700 - $15,200
2012	$17,000 - $17,800
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Mercedes-Benz S-Class

The S-Class has always been stately and luxurious. A plush interior and extremely comfortable and cushy ride, among the best we've tested, make this flagship sedan a prime executive transport. But the driver is far from neglected. Sharp steering and nimble handling bely its large size. Even base V8 offers strong acceleration. The cabin is roomy, with comfortable seats and impressive noise isolation. But the integrated radio, climate, and navigation controls were difficult to operate. A 2007 redesign included a powerful 5.5-liter V8 and a control system that is a bit easier to use, though still complicated. A diesel version arrived in 2011. Running updates to the car brought a hybrid as well as a newer driver interaction system that got more complicated. All-wheel drive, advanced safety technology and a number of powerful V8 and V12 engines were offered.

Redesign/Freshening: 2007, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: [AWD; Rear.

Reliability History

Trouble Spots	Mercedes-Benz S-Class									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	⏫	⏫	⏫	⏫	⏫	*
Engine Minor	*	*	*	*	⏬	⏫	⏫	⏫	⏫	*
Engine Cooling	*	*	*	*	⏬	⏫	⏫	⏫	⏫	*
Trans. Major	*	*	*	*	⏫	⏫	⏫	⏫	⏫	*
Trans. Minor	*	*	*	*	⏫	⏫	⏫	⏫	⏫	*
Drive System	*	*	*	*	⏫	⏫	⏫	⏫	⏫	*
Fuel System	*	*	*	*	⏬	⏫	⏫	⏫	⏫	*
Electrical	*	*	*	*	⏫	⏫	⏫	⏫	⏫	*
Climate Syst.	*	*	*	*	⏫	⏫	⏫	!	⏫	*
Suspension	*	*	*	*	⏫	⏬	⏬	!	⏫	*
Brakes	*	*	*	*	⏬	⏫	⏫	⏬	⏫	*
Exhaust	*	*	*	*	⏬	⏫	⏫	⏫	⏫	*
Paint/Trim	*	*	*	*	⏫	⏫	⏫	⏫	⏫	*
Noises & Leaks	*	*	*	*	⏫	⏬	⏫	⏫	⏫	*
Body Hardware	*	*	*	*	⏫	⏫	⏫	⏫	⏫	*
Power Equip.	*	*	*	*	⏫	⏬	⏫	⏬	⏫	*
In-Car Electr.	*	*	*	*	⏫	!	⏫	⏬	⏬	*
Used-Car	*	*	*	*	!	!	!	⏬	⏫	*

Prices

2008	$14,100 - $53,500
2009	$16,300 - $70,600
2010	$13,500 - $26,700
2011	$15,000 - $31,400
2012	$21,100 - $35,800
2013	$26,300 - $41,800
2014	$47,200 - $67,900
2015	$55,100 - $103,600
2016	$63,900 - $112,100
2017	$80,500 - $147,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Mercedes-Benz SL

This premium two-seat roadster, with a folding hardtop, manages to combine both sporty handling and a decent ride. The V8 engine is strong and responsive. Handling is agile, with direct steering. Fit and finish and seat comfort are excellent. But the controls are overly complicated. The 2007 redesign made the car sportier to drive despite its size and weight. But the seven-speed automatic was slow to downshift. Fit and finish and seat comfort is excellent. 2012 brought a whole new car that is wider and longer, with a host of high-tech safety features. Turbo V8 and V12 engines are offered, as is an adjustable-opacity feature for the hard-top roof.

Redesign/Freshening: 2007, 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Mercedes-Benz SL								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*		*	*	⇈	*	*	*	*
Engine Minor	*	*		*	*	⇈	*	*	*	*
Engine Cooling	*	*		*	*	⇈	*	*	*	*
Trans. Major	*	*		*	*	⇈	*	*	*	*
Trans. Minor	*	*		*	*	⌃	*	*	*	*
Drive System	*	*		*	*	⇈	*	*	*	*
Fuel System	*	*		*	*	⇈	*	*	*	*
Electrical	*	*		*	*	⇈	*	*	*	*
Climate Syst.	*	*		*	*	⌃	*	*	*	*
Suspension	*	*		*	*	⌃	*	*	*	*
Brakes	*	*		*	*	⇈	*	*	*	*
Exhaust	*	*		*	*	⇈	*	*	*	*
Paint/Trim	*	*		*	*	⇈	*	*	*	*
Noises & Leaks	*	*		*	*	⇊	*	*	*	*
Body Hardware	*	*		*	*	⇈	*	*	*	*
Power Equip.	*	*		*	*	⌃	*	*	*	*
In-Car Electr.	*	*		*	*	⇊	*	*	*	*
Used-Car	*	*		*	*	⇈	*	*	*	*

Prices

2008	$16,300 - $54,600
2009	$21,600 - $66,600
2010	-
2011	$27,700 - $37,900
2012	$33,400 - $51,000
2013	$40,700 - $60,100
2014	$50,800 - $77,200
2015	$50,300 - $165,000
2016	$60,600 - $124,400
2017	$84,800 - $139,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	-	-	-
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Mercedes-Benz SLK, SLC

This two-seat convertible has many high-end technical and safety features, including a power-folding hardtop. With the roof up it feels almost as solid as a fixed-roof coupe. Over the years, the SLK continued to be fun to drive, with agile handling, a comfortable ride, and a strong V6. Optional warm-air vents in the head restraints add comfort when driving with the top down on cool days. The manual shifter and clutch are a pleasure to use. A 2012 freshening brought a new 3.5-liter V6 and seven-speed automatic, as well as a 1.8-liter turbo four-cylinder with a six-speed manual. The small cabin is well finished, but narrow. A 2017 redesign also brought a name change to SLC and four-cylinder and V6 turbo engines.

Redesign/Freshening: 2005, 2012, 2017.
Safety Equipment: ABS, ESC, and side air bags standard.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Mercedes-Benz SLK, SLC								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*
Used-Car	*	*	*	*	*	*	*	*	*	*

Prices

2008	$9,200 - $17,700
2009	$10,700 - $19,000
2010	$12,700 - $21,100
2011	$14,400 - $16,900
2012	$16,900 - $30,700
2013	$19,400 - $35,100
2014	$25,000 - $40,500
2015	$27,200 - $46,700
2016	$29,000 - $52,200
2017	$39,800 - $52,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

WORSE — BETTER

Mercury Grand Marquis

A classic highway cruiser, the rear-wheel-drive Grand Marquis is a sibling of the Ford Crown Victoria, built on a full frame and powered by a 4.6-liter V8. A compliant ride and a huge trunk are its major assets. Handling is fairly clumsy and the steering feels light. The front seat is a bench. The rear seat is not as roomy as you might expect in a car of this size. For 2001, the Grand Marquis picked up more power and optional adjustable pedals. 2003 brought an improved chassis and steering system as well as the pseudo-sporty Marauder, which was quicker but didn't handle much better than a regular Grand Marquis. 2011 was this noble sedan's final year.

Redesign/Freshening: 1998.
Safety Equipment: ABS standard. Side air bags available, standard in 2009. ESC not available.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Mercury Grand Marquis									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	▲	*	*	*						
Engine Minor	▲	*	*	*						
Engine Cooling	▲	*	*	*						
Trans. Major	⏫	*	*	*						
Trans. Minor	⏫	*	*	*						
Drive System	⏫	*	*	*						
Fuel System	⏫	*	*	*						
Electrical	▲	*	*	*						
Climate Syst.	⏬	*	*	*						
Suspension	⏫	*	*	*						
Brakes	⏫	*	*	*						
Exhaust	●	*	*	*						
Paint/Trim	⏬	*	*	*						
Noises & Leaks	●	*	*	*						
Body Hardware	▲	*	*	*						
Power Equip.	●	*	*	*						
In-Car Electr.	●	*	*	*						
Used-Car	●	*	*	*						

Prices

2008	$4,800 - $5,400
2009	$5,900 - $5,900
2010	$6,700 - $6,700
2011	$7,100 - $7,100
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/⏫	⏫/⏫
2009	Good	⏫/⏫	⏫/⏫
2010	Good	⏫/⏫	⏫/⏫
2011	Good	NT	NT
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Mercury Mariner

The Mariner was a rebadged twin of the Ford Escape and Mazda Tribute. Our tested Ford Escape had a roomy interior and great visibility out of the large windows. Handling is relatively nimble. The 3.0-liter, 200-hp V6 serves up adequate acceleration. Fuel economy was disappointing at just 18 mpg overall. A tip up in the government rollover test is a concern, and the Escape also scored a poor in the IIHS side-crash test when tested without side and curtain air bags. A hybrid version of the Mariner attained 26 mpg in our tests. A freshened 2008 model had standard curtain air bags and, on non-hybrid models, electronic stability control. The Mariner disappeared into the depths, along with the Mercury brand, in 2011.

Redesign/Freshening: 2008.
Safety Equipment: ABS, side and head protection air bags standard's available, standard from 2009.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Mercury Mariner									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	⏫	⏫	⏫						
Engine Minor	●	●	⏬	▲						
Engine Cooling	⏫	▲	⏫	⏫						
Trans. Major	▲	▲	▲	▲						
Trans. Minor	●	⏬	⏬	⏬						
Drive System	●	⏬	●	▲						
Fuel System	▲	●	●	⏬						
Electrical	⏫	▲	▲	⏫						
Climate Syst.	⏬	●	⏬	⏬						
Suspension	⏬	●	●	●						
Brakes	⏬	●	▲	●						
Exhaust	●	⏫	⏬	●						
Paint/Trim	⏬	⏬	⏬	⏬						
Noises & Leaks	⏬	⏬	⏬	⏬						
Body Hardware	⏬	●	●	⏬						
Power Equip.	▲	▲	▲	▲						
In-Car Electr.	▲	●	▲	▲						
Used-Car	●	●	●	●						

Prices

2008	$5,100 - $6,500
2009	$5,900 - $7,400
2010	$6,600 - $8,200
2011	$7,200 - $9,300
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Accept.	▲/⏫	⏫/⏫
2009	Good	⏫/⏫	⏫/⏫
2010	Good	⏫/⏫	⏫/⏫
2011	Good	⏬/▲	●/●
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Mercury Milan

This very good family sedan is a sibling of the Ford Fusion and Lincoln Zephyr/MKZ. All three are based on a Mazda6 platform. The ride is firm and controlled, and handling is alert and responsive. A wide turning circle is a drawback. We preferred the leather seats, which were more supportive than the standard cloth seats. Rear-seat space is fairly generous. The 2.3-liter, four-cylinder performs adequately and returned 23 mpg overall in our tests, but it's noisy. The 3.0-liter V6 offers more zip. With its smooth, six-speed automatic it averaged 20 mpg overall. A Hybrid version, added for 2010, got 34 mpg overall in our tests. The Milan made a fashionable departure in 2011.

Redesign/Freshening: 2006, 2010.
Safety Equipment: ABS available, standard from 2009. ESC available, standard from 2010. Side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Mercury Milan									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	⇈	⇈						
Engine Minor	⇊	⇈	↑	⇈						
Engine Cooling	↑	⇈	⇈	⇈						
Trans. Major	⇈	⇈	⇈	⇈						
Trans. Minor	↑	⇈	!	↑						
Drive System	↑	↑	⇈	↑						
Fuel System	↑	!	⇊	⇊						
Electrical	⇈	⇈	⇈	⇈						
Climate Syst.	⇈	↑	!	!						
Suspension	!	!	↑	⇊						
Brakes	⇊	⇊	⇊	!						
Exhaust	↑	⇈	⇈	⇈						
Paint/Trim	!	⇈	⇈	↑						
Noises & Leaks	⇈	⇈	⇈	!						
Body Hardware	↑	↑	↑	↑						
Power Equip.	⇈	⇈	↑	↑						
In-Car Electr.	!	↑	↑	↑						
Used-Car	↑	↑	↑	!						

Prices

2008	$4,400 - $5,400
2009	$5,500 - $6,300
2010	$5,900 - $6,900
2011	$6,600 - $8,000
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	⇈/↑
2009	Good	⇈/⇈	⇈/↑
2010	Good	⇈/⇈	⇈/↑
2011	Good	↑/!	⇈/!
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Mercury Mountaineer

A rebadged Ford Explorer, the Mountaineer offered a 4.0-liter V6 or a stronger 5.0-liter V8. The AWD with the V8 lacks low-range gearing. The interior is roomy, and cargo space is generous. But the ride is stiff and choppy. 2002 brought a complete redesign with improved ride and handling, and an available, if small third-row seat. The independent rear suspension gives it a reasonably comfortable ride. The 4.0-liter V6 offers adequate acceleration but is crude and noisy. A smoother 4.6-liter V8 was optional. Neither engine is particularly efficient. A 2006 freshening updated interior and exterior styling, but also introduced some minor interior control frustrations. But later models lack handling agility, and the ride is stiff. The Mountaineer made its final ascent in 2010.

Related Models: Ford Explorer.
Redesign/Freshening: 2006.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Mercury Mountaineer									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	↑	↑	⇈							
Engine Minor	!	↑	⇈							
Engine Cooling	↑	⇈	⇈							
Trans. Major	⇊	⇈	↑							
Trans. Minor	⇊	!	↓							
Drive System	⇊	↓	⇊							
Fuel System	!	⇈	!							
Electrical	!	⇈	⇈							
Climate Syst.	!	↓	⇊							
Suspension	!	↓	!							
Brakes	!	⇊	!							
Exhaust	!	!	⇈							
Paint/Trim	↑	⇈	↑							
Noises & Leaks	↑	↓	↓							
Body Hardware	⇈	!	⇈							
Power Equip.	↑	!	↑							
In-Car Electr.	⇈	⇈	!							
Used-Car	↓	!	↓							

Prices

2008	$5,100 - $6,600
2009	$6,800 - $7,700
2010	$7,300 - $9,400
2011	-
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	⇈/⇈
2009	Good	⇈/⇈	⇈/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Mini Cooper

The Mini is fun to drive and has plenty of head and legroom up front. It uses a small four-cylinder paired with a slick manual or a responsive six-speed automatic. Handling is agile, with quick, precise steering and very little body roll. The ride can be choppy. The base engine lacks oomph, but the Cooper S, in early supercharged or later turbocharged form, is quick. A short windshield limits visibility, the rear seat is tiny, and the stylized controls and gauges are a confusing jumble. The Clubman arrived in 2008 with a small third door and useful back seats. The redesigned 2014 Cooper grew wider and longer, rides better, and has more normal controls. The base turbo three-cylinder is surprisingly powerful, and the turbo four-cylinder in the S is strong. We got 31 mpg with the base car, and 30 in the S.

Redesign/Freshening: 2007, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Mini Cooper								
	08	09	10	11	12	13	**14**	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$4,700 - $6,000
2009	$4,900 - $8,100
2010	$5,500 - $9,800
2011	$6,300 - $11,100
2012	$7,300 - $14,400
2013	$9,300 - $20,300
2014	$12,700 - $22,800
2015	$14,600 - $26,700
2016	$16,700 - $28,400
2017	$20,300 - $29,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Mini Cooper Countryman

The four-door Countryman is a bigger pseudo-SUV version of the Mini. The quirky interior has well shaped and comfortable seats, and some models had an intriguing but flimsy sliding storage rail system. Early versions only sat four, but later versions added a three-person rear seat. Sharing the quick steering and fantastic agility of other Minis, the Countryman is undeniably fun to drive. Unfortunately, the familiar Mini downsides carry over to this one, too, including frustrating controls and a choppy ride. Power comes from a 1.6-liter four-cylinder engine, either in standard 121-hp form or as a punchy turbocharged S model good for 184 hp. Only the S version offers all-wheel drive.

Redesign/Freshening: 2011, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Mini Cooper Countryman								
	08	09	10	**11**	12	13	14	15	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

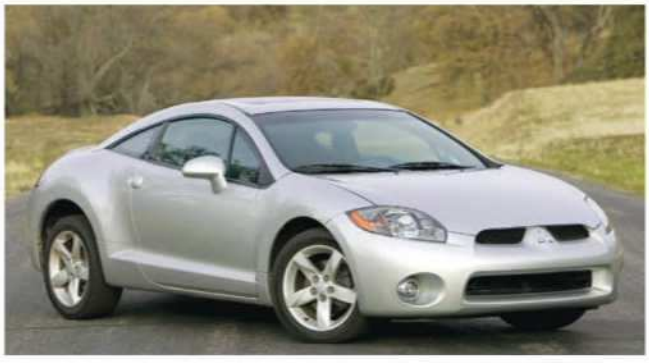
Prices

2008	-
2009	-
2010	-
2011	$8,400 - $10,300
2012	$10,100 - $12,000
2013	$12,000 - $19,800
2014	$13,500 - $23,400
2015	$16,300 - $27,100
2016	$19,000 - $23,900
2017	$27,600 - $32,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Mitsubishi Eclipse



The Eclipse was available in a range of performance levels plus a front-wheel drive convertible. Base-engine versions were less than sporty. Turbocharged models were quicker, smoother, and quieter. Based on the Galant sedan, the 2006 redesign eroded any true sporting credentials. Although the V6 was stronger and quieter than the lackluster four-cylinder, handling lacked agility and the car wasn't fun to drive. A flawed driving position, poor outward visibility, and virtually unusable rear seats were other detriments. Super-long doors make access difficult, and the convertible's softtop creates giant blind spots when raised. 2012 was the Eclipse's last model year.

Redesign/Freshening: 2006.
Safety Equipment: ABS, and side and head protection air bags standard. ESC available, standard from 2010.
Drive Wheels: Front.

Reliability History

Trouble Spots	Mitsubishi Eclipse									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*					
Engine Minor	*	*	*	*	*					
Engine Cooling	*	*	*	*	*					
Trans. Major	*	*	*	*	*					
Trans. Minor	*	*	*	*	*					
Drive System	*	*	*	*	*					
Fuel System	*	*	*	*	*					
Electrical	*	*	*	*	*					
Climate Syst.	*	*	*	*	*					
Suspension	*	*	*	*	*					
Brakes	*	*	*	*	*					
Exhaust	*	*	*	*	*					
Paint/Trim	*	*	*	*	*					
Noises & Leaks	*	*	*	*	*					
Body Hardware	*	*	*	*	*					
Power Equip.	*	*	*	*	*					
In-Car Electr.	*	*	*	*	*					
Used-Car	*	*	*	*	*					

Prices

2008	$5,100 - $6,800
2009	$5,600 - $7,600
2010	$5,900 - $8,100
2011	$6,400 - $8,600
2012	$7,100 - $9,500
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Mitsubishi Galant

In 2004 the Galant was redesigned but still trailed the competition. Handling wasn't agile, the four-cylinder engine was spirited but noisy, and the ride was choppy and stiff even on smooth pavement. The V6 was unimpressive. A wide turning circle made parking awkward. The GTS V6 model was very quick, but suffered from too much torque steer. V6 versions were discontinued in 2010, and 2012 was the Galant's last model year.

Redesign/Freshening: 2004.
Safety Equipment: ABS, side and head protection air bags standard. ESC standard from 2010.
Drive Wheels: Front.

Reliability History

Trouble Spots	Mitsubishi Galant									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*					
Engine Minor	*	*	*	*	*					
Engine Cooling	*	*	*	*	*					
Trans. Major	*	*	*	*	*					
Trans. Minor	*	*	*	*	*					
Drive System	*	*	*	*	*					
Fuel System	*	*	*	*	*					
Electrical	*	*	*	*	*					
Climate Syst.	*	*	*	*	*					
Suspension	*	*	*	*	*					
Brakes	*	*	*	*	*					
Exhaust	*	*	*	*	*					
Paint/Trim	*	*	*	*	*					
Noises & Leaks	*	*	*	*	*					
Body Hardware	*	*	*	*	*					
Power Equip.	*	*	*	*	*					
In-Car Electr.	*	*	*	*	*					
Used-Car	*	*	*	*	*					

Prices

2008	$4,200 - $5,700
2009	$4,800 - $6,500
2010	$5,400 - $5,800
2011	$6,100 - $6,500
2012	$6,900 - $7,400
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	▲▲/▲▲	▲▲/▲▲
2009	Good	▲/▲▲	▲▲/▲▲
2010	Good	▲/▲▲	▲▲/▲▲
2011	Good	NT	NT
2012	Good	NT	NT
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Mitsubishi Lancer

The Lancer is an unimpressive compact sedan. Earlier versions had uncomfortable seats, clumsy handling, and an unsettled ride. A 2008 redesign brought great improvements, including a decent ride and handling that's fairly agile. Its 2.0-liter four-cylinder has good acceleration but the engine is sluggish from a stop, tends to moan at high revs, and returns uncompetitive fuel economy. The cabin is furnished with drab plastics, but the controls are simple to use. The sporty, AWD Ralliart is quick and agile but it's noisier, has a stiff ride, and its automated manual transmission is annoying during all but the most spirited drives. The high-performance Evolution is a turbocharged all-wheel-drive rally car for the road—furiously fast, but grating to live with on a daily basis. Both sporty versions have been discontinued after the 2015 model year.

Redesign/Freshening: 2008.
Safety Equipment: ABS standard. Side and head protection air bags standard from 2008. ESC available, standard from 2010.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Mitsubishi Lancer									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*
Used-Car	*	*	*	*	*	*	*	*	*	*

Prices

2008	$4,300 - $18,000
2009	$4,600 - $7,900
2010	$4,900 - $22,300
2011	$4,900 - $23,500
2012	$5,200 - $25,900
2013	$6,100 - $28,500
2014	$7,700 - $30,700
2015	$8,900 - $33,600
2016	$11,700 - $15,200
2017	$13,525 - $16,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/🟢	⏫/🟢
2009	Good	⏫/🟢	⏫/🟢
2010	Good	⏫/🟢	⏫/🟢
2011	Good	NT	NT
2012	Good	⏫/🟢	⏫/🟡
2013	Good	⏫/🟢	⏫/🟡
2014	Good	⏫/🟢	⏫/🟡
2015	Good	⏫/🟢	⏫/🟡
2016	Good	⏫/🟢	⏫/🟡
2017	Good	⏫/🟢	⏫/🟡

Mitsubishi Outlander

Mitsubishi's small SUV alternates between mediocrity and competitiveness. The original Outlander was noisy and slow, and its 2.4-liter four-cylinder was thirsty. Handling was clumsy. A 2007 redesign considerably improved the Outlander, making it a competitive small SUV. Originally available only with a punchy V6, a four-cylinder mated to a CVT arrived in 2008, returning 22 mpg overall. Agile handling gave the Outlander a sporty feel. An optional third-row seat was unusual for the class. A 2014 redesign stripped the Outlander of any athleticism, making it feel dated and cut-rate. Emphasizing utility on a budget, the third-row seat became standard.

Redesign/Freshening: 2007, 2014, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Mitsubishi Outlander									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	⏫	⏫	⏫	⏫	*	⏫	⏫	⏫	*
Engine Minor	🟢	⏫	🟢	⏫	⏫	*	⏫	⏫	⏫	*
Engine Cooling	⏫	⏫	⏫	⏫	⏫	*	⏫	⏫	⏫	*
Trans. Major	⏫	⏫	⏫	⏫	🟢	*	⏫	🟢	⏫	*
Trans. Minor	⏫	⏫	⏫	🟢	⏫	*	⏫	🟡	⏫	*
Drive System	🟠	🟠	🟢	⏫	⏫	*	🟢	⏫	⏫	*
Fuel System	🟠	🟠	⏫	⏫	🟢	*	⏫	⏫	⏫	*
Electrical	🟢	⏫	⏫	🟢	⏫	*	⏫	⏫	⏫	*
Climate Syst.	🟡	🟢	🟡	🟢	⏫	*	🟡	⏫	⏫	*
Suspension	🟡	🟢	🟢	⏫	⏫	*	⏫	⏫	⏫	*
Brakes	🔴	🔴	🔴	🟡	🟠	*	🟠	⏫	🟢	*
Exhaust	🔴	🔴	🔴	⏫	⏫	*	⏫	⏫	⏫	*
Paint/Trim	🔴	🟢	⏫	🔴	🟢	*	🟡	⏫	🟡	*
Noises & Leaks	🔴	⏫	🟢	🟡	🔴	*	🟢	⏫	🟠	*
Body Hardware	🟡	🟢	⏫	🟠	🟢	*	🟢	⏫	🟢	*
Power Equip.	⏫	⏫	🟡	🟡	🟢	*	🟢	⏫	⏫	*
In-Car Electr.	🟡	🔴	🟢	🟢	🟢	*	🟡	🟢	⏫	*
Used-Car	🟡	🟢	🟢	🟢	⏫	*	🟢	🟢	🟢	*

Prices

2008	$5,100 - $7,000
2009	$5,600 - $7,900
2010	$6,100 - $9,500
2011	$7,100 - $10,400
2012	$7,900 - $12,500
2013	$9,100 - $14,900
2014	$10,500 - $16,200
2015	$12,900 - $19,300
2016	$15,300 - $22,000
2017	$17,600 - $25,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/⏫	⏫/⏫
2009	Good	⏫/⏫	⏫/⏫
2010	Good	⏫/⏫	⏫/⏫
2011	Good	NT	NT
2012	Good	🟢/🟡	⏫/🟢
2013	Good	🟢/🟡	⏫/🟢
2014	Good	🟢/⏫	⏫/⏫
2015	Good	🟢/⏫	⏫/⏫
2016	Good	🟢/⏫	⏫/⏫
2017	Good	🟢/⏫	⏫/⏫

Mitsubishi Outlander Sport

The Outlander Sport is a chopped version of the small Outlander SUV, with reduced rear-seat and cargo space. Despite the name this is not a fun car to drive. It handles less nimbly than the larger Outlander, and acceleration from the 148-hp, 2.0-liter engine is adequate at best. A choppy ride and a very noisy cabin further undermine the experience. Still, it retains the high seating position and some of the passenger-and-cargo versatility of its larger brand-mate. All-wheel drive comes only with the top-trim version.

Redesign/Freshening: 2011, 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Mitsubishi Outlander Sport								
	08	09	10	11	12	13	14	15	16	17
Engine, Major					*					*
Engine Minor					*					*
Engine Cooling					*					*
Trans. Major					*					*
Trans. Minor					*					*
Drive System					*					*
Fuel System					*					*
Electrical					*					*
Climate Syst.					*					*
Suspension					*					*
Brakes					*					*
Exhaust					*					*
Paint/Trim					*					*
Noises & Leaks					*					*
Body Hardware					*					*
Power Equip.					*					*
In-Car Electr.					*					*
Used-Car					*					*

Prices

2008	-
2009	-
2010	-
2011	$7,200 - $8,600
2012	$8,300 - $10,200
2013	$9,200 - $12,700
2014	$10,600 - $14,100
2015	$11,800 - $16,000
2016	$14,100 - $20,700
2017	$15,500 - $22,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	Good	NT	NT
2012	Good		
2013	Good		
2014	Good		
2015	Good		
2016	Good		
2017	Good		

Nissan Altima

Pre-2007 Altimas has poor IIHS side-crash-test results when tested without the curtain air bags. The well-rounded 2007 redesign was better, with an improved ride, especially with the powerful yet economical four-cylinder. A 2010 freshening brought standard ESC, previously an option. As before, the four-cylinder 2.5 S model performed well and averaged 26 mpg. The powerful V6 got 24 mpg. A hybrid, dropped after 2011, got 32 mpg. The 2013 redesign saw the four-cylinder get even thriftier, returning 31 mpg overall; the V6 got 24 mpg. Handling is rather ordinary and the ride feel superficially soft, but over sharp bumps the suspension loses its absorbency. Controls are easy to use, but the infotainment system is dated. The rear sea is fairly roomy.

Redesign/Freshening: 2007, 2013, 2019.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2010.
Drive Wheels: Front.

Reliability History

Trouble Spots	Nissan Altima									
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$5,100 - $6,400
2009	$5,500 - $7,200
2010	$5,900 - $8,100
2011	$6,600 - $9,200
2012	$7,300 - $10,500
2013	$9,600 - $12,700
2014	$11,100 - $15,300
2015	$12,500 - $17,000
2016	$14,200 - $20,200
2017	$16,100 - $21,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good		
2009	Good		
2010	Good		
2011	Good		
2012	Good		
2013	Good		
2014	Good		
2015	Good		
2016	Good		
2017	Good		

WORSE BETTER

Nissan Armada

Based on the Titan pickup, the big Armada SUV debuted for 2004. It can seat up to eight. Unlike the Titan, it features an independent rear suspension, which improves the ride considerably. Power comes from a smooth-revving but noisy 5.6-liter, 305-hp V8 engine coupled with a slick five-speed automatic. This powertrain makes the Armada quick, but it returns just 13 mpg overall. Handling is relatively responsive, but the ride is quite stiff and interior quality is unimpressive. Children may have trouble reaching the high-mounted rear door handles. There's lots of rear cargo space and with its available tow package, towing capacity is generous. While competitive in its early years, this long-running design grew outdated, falling behind on refinement and finesse. An all-new Armada, based on the Infiniti QX80, arrived for 2017.

Redesign/Freshening: 2004, 2017.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2010.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Nissan Armada								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*		*
Engine Minor	*	*	*	*	*	*	*	*		*
Engine Cooling	*	*	*	*	*	*	*	*		*
Trans. Major	*	*	*	*	*	*	*	*		*
Trans. Minor	*	*	*	*	*	*	*	*		*
Drive System	*	*	*	*	*	*	*	*		*
Fuel System	*	*	*	*	*	*	*	*		*
Electrical	*	*	*	*	*	*	*	*		*
Climate Syst.	*	*	*	*	*	*	*	*		*
Suspension	*	*	*	*	*	*	*	*		*
Brakes	*	*	*	*	*	*	*	*		*
Exhaust	*	*	*	*	*	*	*	*		*
Paint/Trim	*	*	*	*	*	*	*	*		*
Noises & Leaks	*	*	*	*	*	*	*	*		*
Body Hardware	*	*	*	*	*	*	*	*		*
Power Equip.	*	*	*	*	*	*	*	*		*
In-Car Electr.	*	*	*	*	*	*	*	*		*
Used-Car	*	*	*	*	*	*	*	*		*

Prices

2008	$9,000 - $11,100
2009	$10,200 - $12,500
2010	$11,200 - $16,600
2011	$12,900 - $18,400
2012	$15,500 - $21,800
2013	$17,300 - $26,400
2014	$21,500 - $30,900
2015	$23,600 - $35,100
2016	-
2017	$33,700 - $46,900

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⇈/↑	NT
2009	NT	⇈/↑	NT
2010	NT	⇈/↑	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	-	-	-
2017	NT	NT	NT

Nissan Cube

The Cube is a funky-looking runabout, tall and boxy with a cavernous interior. Whimsical interior details target the young but easy access makes it a viable option for buyers of any age who find it hard to climb in and out of more conventional cars. Acceleration from the 122-hp, 1.8-liter four-cylinder engine is disappointingly slow. We measured 28 mpg with the continuously variable transmission. A six-speed manual is also available. The Cube rides fairly comfortably, but handling is rather clumsy and road noise is pronounced. Stopping distances are unimpressive, too. Overall, it trails some other box-like competitors, such as the Scion xB and Kia Soul. The Cube was dropped after 2014.

Redesign/Freshening: 2009.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Nissan Cube								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	*	*	*	*	*				
Engine Minor	⇈	*	*	*	*	*				
Engine Cooling	⇈	*	*	*	*	*				
Trans. Major	⇊	*	*	*	*	*				
Trans. Minor	↑	*	*	*	*	*				
Drive System	⇈	*	*	*	*	*				
Fuel System	⇊	*	*	*	*	*				
Electrical	⇈	*	*	*	*	*				
Climate Syst.	⇈	*	*	*	*	*				
Suspension	!	*	*	*	*	*				
Brakes	⇈	*	*	*	*	*				
Exhaust	⇊	*	*	*	*	*				
Paint/Trim	⇈	*	*	*	*	*				
Noises & Leaks	⇈	*	*	*	*	*				
Body Hardware	!	*	*	*	*	*				
Power Equip.	↓	*	*	*	*	*				
In-Car Electr.	↓	*	*	*	*	*				
Used-Car	!	*	*	*	*	*				

Prices

2008	-
2009	$5,300 - $6,300
2010	$5,900 - $7,300
2011	$6,200 - $8,000
2012	$6,900 - $7,800
2013	$8,500 - $9,100
2014	$10,000 - $10,700
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	Good	↑/↑	⇈/⇈
2010	Good	↑/↑	⇈/⇈
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	-	-	-
2016	-	-	-
2017	-	-	-

Nissan Frontier

The Frontier is relatively quick and nimble, with a still-stiff though tolerable ride. The strong 4.0-liter V6 revs smoothly and feels like a V8. We chalked up an unimpressive 15 mpg overall. Base models are powered by a 2.5-liter four-cylinder. Transmissions include five- and six-speed manuals and a five-speed automatic. All Frontiers of this generation are either crew- or extended-cab but rear seat room is tight in both. An optional longer (six-foot) bed arrived for 2007, but the tailgate is quite heavy. There weren't any major changes to the Frontier after that.

Redesign/Freshening: 2005.
Safety Equipment: ABS and ESC standard. Side and head protection air bags available, standard from 2010.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Nissan Frontier								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*
Engine Minor	⌃⌃	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*
Engine Cooling	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*
Trans. Major	!	!	⌃⌃	!	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*
Trans. Minor	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*
Drive System	⌄	!	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃	⌃⌃	*
Fuel System	⌄	!	⌃	⌃⌃	!	⌃	⌃⌃	⌃⌃	⌃⌃	*
Electrical	⌃⌃	⌃⌃	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*
Climate Syst.	⌃	⌃⌃	!	⌃⌃	⌃	!	⌃	⌃	⌃⌃	*
Suspension	⌃	⌄	!	⌄	⌃⌃	!	⌃	⌃⌃	⌃⌃	*
Brakes	⌃	⌄	!	⌃	⌃⌃	⌃⌃	⌃	⌃⌃	⌃⌃	*
Exhaust	⌃	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃	⌃⌃	⌃⌃	*
Paint/Trim	⌃⌃	⌃	⌃⌃	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃	*
Noises & Leaks	!	⌄⌄	⌃	⌃	⌃	⌄	!	!	⌄	*
Body Hardware	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃	⌃	⌃	⌃⌃	⌃⌃	*
Power Equip.	⌃	!	⌃	⌃⌃	⌃	!	⌃	⌃	⌃	*
In-Car Electr.	⌃	⌃	⌃⌃	⌃⌃	⌃	⌃	⌃	⌃	⌃⌃	*
Used-Car	⌃	⌃	⌃	⌃⌃	⌃⌃	⌃	⌃	!	⌃	*

Prices

2008	$6,000 - $11,800
2009	$7,600 - $14,900
2010	$8,300 - $17,100
2011	$8,400 - $17,300
2012	$9,500 - $18,900
2013	$10,400 - $21,900
2014	$12,700 - $25,300
2015	$14,000 - $26,500
2016	$15,900 - $28,000
2017	$17,400 - $29,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⌃/⌃	⌃⌃/⌃⌃
2009	Good	⌃/⌃	⌃⌃/⌃⌃
2010	Good	⌃/⌃	⌃⌃/⌃⌃
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	!/⌄	⌃⌃/⌃⌃

Nissan Juke

The funky-looking Juke is a quasi-SUV derived from the small Nissan Versa. It's got the raised ride height and optional all-wheel drive of an SUV but the steeply raked rear quarter of a hatchback. Our testers all enjoyed driving it but the very tight rear seats and the trifling cargo space behind them limit its usefulness. Nimble handling and punchy power from the 1.6-liter turbo four-cylinder make it fun and agile. Fuel economy of 24 mpg overall isn't bad for an all-wheel-drive vehicle but the need for premium fuel is a downer. As in some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. The Juke scored a Poor in the IIHS small-overlap crash test.

Redesign/Freshening: 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Nissan Juke								
	08	09	10	11	12	13	14	15	16	17
Engine, Major				⌃	!	⌃⌃	⌃⌃	⌃	*	*
Engine Minor				⌃	!	⌃⌃	⌃⌃	⌃⌃	*	*
Engine Cooling				⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*	*
Trans. Major				⌃⌃	⌃⌃	⌃⌃	⌃⌃	!	*	*
Trans. Minor				⌃⌃	!	⌃⌃	⌃⌃	⌃⌃	*	*
Drive System				⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃	*	*
Fuel System				⌃⌃	⌃⌃	⌃⌃	⌃⌃	!	*	*
Electrical				⌄	⌄	⌃⌃	⌄	⌃⌃	*	*
Climate Syst.				⌄⌄	!	⌄	⌃⌃	⌃⌃	*	*
Suspension				!	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*	*
Brakes				⌄⌄	⌄	⌃⌃	⌃⌃	!	*	*
Exhaust				⌄	⌄	⌃⌃	⌃⌃	⌃⌃	*	*
Paint/Trim				⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*	*
Noises & Leaks				⌄⌄	!	⌃	⌃	⌃⌃	*	*
Body Hardware				⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	*	*
Power Equip.				⌃	⌄	⌄⌄	⌃⌃	!	*	*
In-Car Electr.				!	⌃	⌃⌃	⌃	⌃⌃	*	*
Used-Car				⌄	!	⌃⌃	⌃⌃	⌄	*	*

Prices

2008	-
2009	-
2010	-
2011	$7,900 - $9,700
2012	$8,900 - $10,800
2013	$10,300 - $13,700
2014	$11,900 - $16,500
2015	$13,200 - $17,800
2016	$15,200 - $19,300
2017	$17,400 - $22,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	Good	NT	NT
2012	Good	⌃/!	⌃/⌃⌃
2013	Good	⌃/!	⌃/⌃⌃
2014	Good	⌃/!	⌃/⌃⌃
2015	Good	⌃/!	⌃/⌃⌃
2016	Good	⌃/!	⌃/⌃⌃
2017	Good	⌃/!	NT

WORSE — BETTER

Nissan Leaf

This five-seat, electric-powered car has a 75-mile typical range. In our 2011 test of the Leaf, a full charge took 6 hours using a 240-volt outlet or 16 hours using 120 volts. Since our test, charge times have been shortened through updates to the car. At low speeds the Leaf feels quick and it is quiet and rides comfortably. Cabin access is easy, and the rear seat is fairly roomy. We measured 3.16 miles per kWh, the equivalent of 106 mpg. Running costs are extremely low: 3.5 cents per mile at the national average of 11 cents per kWh. Standard features include a heated steering wheel and seats. 2013 brought a faster onboard charger and a cheaper S version. The Leaf scored Poor in the IIHS small-overlap crash test, the result applies to 2013-2017 models.

Redesign/Freshening: 2011, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Nissan Leaf								
	08	09	10	**11**	12	13	14	15	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

Prices

2008	-
2009	-
2010	-
2011	$5,300 - $5,600
2012	$5,800 - $6,500
2013	$8,300 - $10,000
2014	$10,100 - $12,400
2015	$12,000 - $14,600
2016	$16,400 - $19,300
2017	$18,100 - $21,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	Good	/	/
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Nissan Maxima

The Maxima tried to deliver sports sedan performance and luxury at an affordable price. The ride was stiff and jiggly, handling wasn't so agile, and the interior was just ordinary. The rear seating was spacious, though. A continuously variable transmission and a freshening arrived for 2007. 2009 brought another redesign. The ride is composed, the cabin quiet, and the slick powertrain makes it very quick. Controls are simple and the front seats are comfortable. However, the steering is oddly weighted, the low roof inhibits visibility, and rear-seat room is unimpressive. In 2016 the Maxima was fully redesigned, and the highlight is its 3.5-liter V6. The CVT saps any sportiness, handling is mundane, and the ride is too stiff. The interior is plush and features a host of connectivity features, but the low roofline inhibits cabin access.

Redesign/Freshening: 2004, 2009, 2016.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2009.
Drive Wheels: Front.

Reliability History

Trouble Spots	Nissan Maxima								
	08	**09**	10	11	12	13	14	**16**	17
Engine, Major									
Engine Minor									
Engine Cooling									
Trans. Major									
Trans. Minor									
Drive System									
Fuel System									
Electrical									
Climate Syst.									
Suspension									
Brakes									
Exhaust									
Paint/Trim									
Noises & Leaks									
Body Hardware									
Power Equip.									
In-Car Electr.									
Used-Car									

Prices

2008	$5,600 - $5,800
2009	$8,000 - $8,300
2010	$8,700 - $9,200
2011	$9,600 - $10,100
2012	$10,800 - $11,400
2013	$11,900 - $13,200
2014	$14,000 - $16,400
2015	-
2016	$20,900 - $26,600
2017	$22,500 - $28,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	NT	NT
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	-	-	-
2016	Good	/	/
2017	Good	/	/

Nissan Murano

The Murano's refined and powerful 3.5-liter V6 is mated to a CVT and delivers strong performance and respectable fuel economy. Handling is responsive, secure, and forgiving with optional stability control. A stiff and noisy ride is a significant drawback. The front seats are fairly comfortable and the interior is stylishly dressed. Although access is easy and the seating is roomy, cargo space is limited. The 2009 redesign brought a more comfortable ride, a nicer interior, and standard ESC. Expect 19 mpg overall. Subsequent redesigns took the Murano towards being more luxurious. Through the years, one constant remained: limited rear visibility has been a drawback. A total redesign for 2015 gave the Murano a quiet, well-finished cabin. Handling isn't very sporty, but the ride is steady and absorbent on the 18-inch wheels.

Redesign/Freshening: 2003, 2009, 2015.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2009.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Nissan Murano								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Engine Minor	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Engine Cooling	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Trans. Major	⌃	!	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Trans. Minor	!	⌃	⌃	⌃	⌃⌃	!	⌃	⌃⌃	⌃⌃	⌃⌃
Drive System	!	⌄	⌃⌃	⌃⌃	⌃⌃	⌃	⌃	⌃⌃	⌃⌃	⌃⌃
Fuel System	!	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Electrical	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Climate Syst.	!	!	!	⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Suspension	!	!	⌃	⌃	⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Brakes	!	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌄⌄	!	⌃⌃
Exhaust	⌄⌄	!	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Paint/Trim	⌃	⌃⌃	⌃⌃	⌃	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃
Noises & Leaks	!	!	⌃	⌃	!	⌄	⌃	⌃	⌃⌃	⌃⌃
Body Hardware	!	⌃⌃	⌃⌃	⌃	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	!
Power Equip.	!	⌃	⌃	!	⌃⌃	⌃	!	⌃	⌃⌃	⌃⌃
In-Car Electr.	⌄	⌄	⌄⌄	!	!	⌃	⌄	⌄	⌄	⌄⌄
Used-Car	!	!	⌃⌃	⌃	⌃⌃	!	!	!	!	!

Prices

2008	-
2009	$6,800 - $9,400
2010	$7,700 - $11,900
2011	$8,700 - $12,800
2012	$9,800 - $15,700
2013	$10,800 - $18,900
2014	$12,500 - $22,500
2015	$18,200 - $28,700
2016	$20,500 - $30,900
2017	$23,100 - $33,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	Good	⌃/⌃	⌃⌃/⌃⌃
2010	Good	⌃/⌃	⌃⌃/⌃⌃
2011	Good	⌃/!	⌃⌃/⌃
2012	Good	⌃/!	⌃⌃/⌃
2013	Good	⌃/!	⌃⌃/⌃
2014	Good	⌃/!	⌃⌃/⌃
2015	Good	⌃⌃/!	⌃⌃/⌃⌃
2016	Good	⌃/⌃	⌃⌃/⌃⌃
2017	Good	⌃/⌃	⌃⌃/⌃⌃

Nissan Pathfinder

The mid-sized Pathfinder's 2005 redesign brought standard ESC, an available third-row seat, a muscular if thirsty 4.0-liter V6, and a tough-truck demeanor. The ride was too stiff, though, and the third-row seat was suitable only for kids. An optional V8 arrived in 2008. For 2013 a new Pathfinder arrived, built on a car-based chassis. It lost its off-road readiness but gained a better ride and a roomier interior. Power comes from Nissan's ubiquitous, good-performing 3.5-liter V6 driving through a CVT. This SUV can tow 5,000 pounds and has a second row that can move forward even with a child seat installed, allowing access to the small third-row seat.

Redesign/Freshening: 2005, 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; Front; Rear.

Reliability History

Trouble Spots	Nissan Pathfinder								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Engine Minor	*	*	*	*	*	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Engine Cooling	*	*	*	*	*	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Trans. Major	*	*	*	*	*	⌄⌄	⌄⌄	⌃⌃	⌃⌃	⌃⌃
Trans. Minor	*	*	*	*	*	⌄⌄	⌄⌄	⌃	⌃⌃	⌃
Drive System	*	*	*	*	*	⌄	!	⌃	⌃⌃	⌃⌃
Fuel System	*	*	*	*	*	⌃⌃	⌃⌃	⌃	⌃⌃	⌃⌃
Electrical	*	*	*	*	*	⌃⌃	⌃⌃	⌃⌃	⌃	⌃⌃
Climate Syst.	*	*	*	*	*	!	⌄	⌃⌃	⌃	⌃⌃
Suspension	*	*	*	*	*	⌃⌃	⌃	⌃	⌃⌃	⌃
Brakes	*	*	*	*	*	⌄⌄	⌄	⌃	⌃	⌃⌃
Exhaust	*	*	*	*	*	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Paint/Trim	*	*	*	*	*	⌄⌄	⌄⌄	!	⌃⌃	⌃⌃
Noises & Leaks	*	*	*	*	*	!	⌄⌄	!	⌃⌃	⌃
Body Hardware	*	*	*	*	*	⌄⌄	⌄	⌃⌃	⌃⌃	⌃⌃
Power Equip.	*	*	*	*	*	⌄⌄	⌃	⌃	!	⌃⌃
In-Car Electr.	*	*	*	*	*	!	!	⌃⌃	⌃⌃	⌃
Used-Car	*	*	*	*	*	⌄⌄	⌄⌄	!	!	⌃

Prices

2008	$6,500 - $10,300
2009	$7,500 - $11,300
2010	$8,800 - $13,800
2011	$9,800 - $14,700
2012	$11,300 - $16,200
2013	$12,400 - $19,000
2014	$14,100 - $25,600
2015	$16,100 - $27,600
2016	$18,400 - $31,500
2017	$21,700 - $32,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⌃/⌃	⌃⌃/⌃⌃
2009	Good	⌃/⌃	NT
2010	Good	⌃/⌃	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	⌃⌃/!	⌃⌃/⌃⌃
2014	Good	⌃/⌃⌃	⌃⌃/⌃⌃
2015	Good	⌃/⌃⌃	⌃⌃/⌃⌃
2016	Good	⌃/⌃⌃	⌃⌃/⌃⌃
2017	Good	⌃/⌃⌃	⌃⌃/⌃⌃

WORSE — BETTER

Nissan Quest

A 2004 redesign gave the Quest a roomy, comfortable interior. Both the second- and third-row seats could fold flat to maximize cargo room. Handling was responsive and secure. A 2007 freshening improved the formerly confusing dashboard layout. 2009 was the last model year for that generation but an all-new Quest arrived for 2011. It's exceptionally spacious, a luxurious vehicle with a quiet, plush interior and smooth, compliant ride. Handling is sound but not sporty. Both rear rows fold flat to form a flush load floor However, it only has seating for seven at the most, not eight like many competitors. A covered bay behind the third-row seat can hide bags and cargo, a small but clever feature. The Quest's final year was 2016.

Redesign/Freshening: 2004, 2011.
Safety Equipment: ABS and head protection air bags standard. ESC and side air bags available, standard starting from 2011.
Drive Wheels: Front.

Reliability History

Trouble Spots	Nissan Quest								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*		*	⏫	⏫	*	*	*	
Engine Minor	*	*		*	🔼	⏫	*	*	*	
Engine Cooling	*	*		*	⏫	⏫	*	*	*	
Trans. Major	*	*		*	🔼	⏫	*	*	*	
Trans. Minor	*	*		*	⏫	⏫	*	*	*	
Drive System	*	*		*	🔼	⏫	*	*	*	
Fuel System	*	*		*	⏫	⏫	*	*	*	
Electrical	*	*		*	🔼	⏫	*	*	*	
Climate Syst.	*	*		*	🔽	➖	*	*	*	
Suspension	*	*		*	🔽	⏫	*	*	*	
Brakes	*	*		*	🔼	➖	*	*	*	
Exhaust	*	*		*	⏫	⏫	*	*	*	
Paint/Trim	*	*		*	🔼	🔼	*	*	*	
Noises & Leaks	*	*		*	🔼	➖	*	*	*	
Body Hardware	*	*		*	⏫	➖	*	*	*	
Power Equip.	*	*		*	➖	⏬	*	*	*	
In-Car Electr.	*	*		*	🔼	⏫	*	*	*	
Used-Car	*	*		*	➖	🔼	*	*	*	

Prices

2008	$4,700 - $5,200
2009	$5,200 - $6,400
2010	-
2011	$8,800 - $12,400
2012	$9,400 - $13,800
2013	$11,900 - $17,600
2014	$13,900 - $20,000
2015	$15,400 - $24,600
2016	$16,100 - $26,300
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/⏫	⏫/⏫
2009	Good	⏫/⏫	⏫/⏫
2010	-	-	-
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	-	-	-

Nissan Rogue

Derived from the Sentra sedan, the first-generation Nissan Rogue ran from 2008 through 2013. While it was a handy compact size, the cargo area was pretty puny and styling impeded the view aft. The 170-hp, 2.5-liter, four-cylinder engine sounded a bit raspy at high revs, but averaged a respectable 22 mpg. The CVT transmission worked well. The ride is supple and handling fairly nimble. Convenience features included keyless entry and a removable, foldable cargo organizer for the rear storage area. The 2014 redesign made the Rogue bigger and better: quiet and refined and with a better ride than most other small SUVs. A tiny third-row seat was optional, and a backup camera was standard. A clever surround-view system was also available.

Redesign/Freshening: 2008, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Nissan Rogue									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	
Engine Minor	🔼	⏫	⏫	⏫	🔼	⏫	⏫	⏫	⏫	
Engine Cooling	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	
Trans. Major	⏬	🔼	🔼	🔼	➖	⏫	⏫	⏫	⏫	
Trans. Minor	⏬	⏫	⏫	➖	🔽	🔼	🔼	⏫	⏫	
Drive System	⏬	⏬	➖	⏫	⏫	🔼	🔼	⏫	⏫	
Fuel System	🔼	🔼	⏫	⏫	⏫	⏫	🔽	⏫	⏫	
Electrical	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	
Climate Syst.	🔼	🔽	➖	🔽	➖	🔽	⏬	➖	🔼	⏫
Suspension	⏬	➖	🔽	🔼	🔼	🔼	⏫	⏫	🔼	🔼
Brakes	⏫	🔼	⏫	🔼	🔽	🔼	⏫	⏫	⏫	
Exhaust	➖	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	
Paint/Trim	🔽	➖	🔼	➖	🔽	🔼	🔼	⏫	⏫	
Noises & Leaks	⏬	🔼	➖	🔼	➖	➖	⏬	➖	➖	⏫
Body Hardware	➖	🔼	⏫	⏫	⏫	⏫	🔼	🔼	⏫	
Power Equip.	🔼	🔼	🔼	⏫	⏫	🔼	🔼	⏫	⏫	
In-Car Electr.	🔼	🔽	🔼	🔼	🔼	⏫	⏬	➖	🔼	⏫
Used-Car	⏬	🔼	🔼	🔼	➖	⏫	➖	➖	➖	⏫

Prices

2008	$5,700 - $6,700
2009	$6,200 - $7,200
2010	$7,000 - $8,200
2011	$7,600 - $9,300
2012	$8,500 - $11,200
2013	$9,900 - $13,200
2014	$13,200 - $18,200
2015	$14,400 - $20,300
2016	$16,300 - $22,800
2017	$17,900 - $25,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/🔼	⏫/⏫
2009	Good	⏫/🔼	⏫/⏫
2010	Good	🔼/🔼	⏫/⏫
2011	Good	🔼/➖	⏫/🔼
2012	Good	🔼/➖	⏫/🔼
2013	Good	🔼/➖	⏫/🔼
2014	Good	➖/🔽	⏫/⏫
2015	Good	🔼/➖	⏫/⏫
2016	Good	🔼/➖	⏫/⏫
2017	Good	🔼/➖	⏫/⏫

Nissan Sentra

Pre-2007 Sentras were one of the more pleasant small sedans, with a spirited powertrain, decent handling, and a reasonably quiet, well-designed interior. A cramped rear and just adequate brakes mark earlier models. A redesign in 2007 brought a roomy rear seat, a civilized and quiet ride, and easy cabin access. Handling is sound with ESC, but without it the Sentra can fishtail too easily. Despite a rich list of readily available features such as iPod control, the Sentra has simple controls. A redesign for 2013 diminished steering feel, and left the ride below par. Equipment levels are good but the interior feels cheap and the engine is a bit noisy. Fuel economy with the CVT rose to a respectable 29 mpg.

Redesign/Freshening: 2007, 2013.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2011.
Drive Wheels: Front.

Reliability History

Trouble Spots	Nissan Sentra								
	08	09	10	11	12	**13**	14	15	16	17
Engine, Major	⇑	⇑	⇑	⇑	⇑	⇑	⇑	⇑	⇑	*
Engine Minor	⇑	⇑	⇑	↑	⇑	⇑	↑	⇑	⇑	*
Engine Cooling	⇑	↑	⇑	⇑	⇑	⇑	↑	⇑	⇑	*
Trans. Major	⇑	↑	⇑	!	↑	⇓	↓	!	⇑	*
Trans. Minor	⇑	↑	!	!	↑	⇓	↑	⇑	⇑	*
Drive System	⇑	⇑	↑	↑	↑	!	↑	!	⇑	*
Fuel System	!	↑	!	↓	⇑	↓	⇑	⇑	⇑	*
Electrical	!	⇑	⇑	↑	⇑	⇑	⇑	⇑	⇑	*
Climate Syst.	↑	⇑	↑	↓	⇓	↑	⇑	!	⇑	*
Suspension	!	!	⇑	↓	↓	↑	⇑	⇑	⇑	*
Brakes	↓	↑	!	!	⇑	↓	⇑	⇓	↑	*
Exhaust	⇓	⇓	⇓	⇓	!	⇑	⇑	⇑	⇑	*
Paint/Trim	↑	↓	!	↑	⇑	↓	!	!	⇓	*
Noises & Leaks	↓	↓	⇓	!	↑	⇓	↑	↓	⇓	*
Body Hardware	⇑	↑	⇑	⇑	⇑	⇑	⇑	⇑	⇑	*
Power Equip.	↑	↓	!	↑	⇑	⇓	↑	⇓	⇑	*
In-Car Electr.	↓	⇑	⇑	⇑	⇑	!	!	↑	⇑	*
Used-Car	!	!	↑	!	↑	⇓	↓	⇓	↑	*

Prices

2008	$4,700 - $5,700
2009	$5,000 - $6,100
2010	$5,400 - $6,700
2011	$5,800 - $7,500
2012	$6,500 - $8,800
2013	$7,500 - $9,300
2014	$9,500 - $11,300
2015	$10,500 - $12,700
2016	$12,000 - $14,200
2017	$13,300 - $16,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇑/⇑	⇑/↑
2009	Good	⇑/⇑	⇑/↑
2010	Good	⇑/⇑	⇑/↑
2011	Good	↑/!	⇑/↓
2012	Good	↑/!	⇑/↓
2013	Good	↑/!	⇑/⇑
2014	Good	↑/!	⇑/⇑
2015	Good	↑/↑	⇑/⇑
2016	Good	↑/↑	⇑/⇑
2017	Good	↑/↑	⇑/⇑

Nissan Titan

Nissan's first full-sized pickup has an impressively large cabin, is relatively agile, has a fairly comfortable ride, and a very smooth transmission. The crew cab's cargo bed is fairly small compared with the competition, and payload capacity was a meager 1,105 pounds in our tested version. The payload was raised in later models. The muscular V8 provides strong acceleration, but the constant engine and exhaust noise can become tiresome. A 2008 freshening included styling updates and a long-bed version. The damped-action tailgate is a handy feature. Still, interior fit and finish is lackluster and neither a standard cab nor different engines are available. An all new half-ton "extra duty" Titan XD arrived in 2016 with a strong V8 diesel engine. The regular-dutyTitan soldiered on without any major changes until an all-new model arrived for 2017.

Redesign/Freshening: 2004, 2017.
Safety Equipment: ABS standard. ESC, side and head protection air bags available, standard from 2010.
Drive Wheels: [4WD; Rear.

Reliability History

Trouble Spots	Nissan Titan								
	08	09	10	11	12	13	14	15	16	**17**
Engine, Major	⇑	*	*	*	*	*	*	*		*
Engine Minor	⇑	*	*	*	*	*	*	*		*
Engine Cooling	⇑	*	*	*	*	*	*	*		*
Trans. Major	↑	*	*	*	*	*	*	*		*
Trans. Minor	⇑	*	*	*	*	*	*	*		*
Drive System	↓	*	*	*	*	*	*	*		*
Fuel System	!	*	*	*	*	*	*	*		*
Electrical	⇑	*	*	*	*	*	*	*		*
Climate Syst.	⇓	*	*	*	*	*	*	*		*
Suspension	↑	*	*	*	*	*	*	*		*
Brakes	⇓	*	*	*	*	*	*	*		*
Exhaust	!	*	*	*	*	*	*	*		*
Paint/Trim	⇓	*	*	*	*	*	*	*		*
Noises & Leaks	⇓	*	*	*	*	*	*	*		*
Body Hardware	!	*	*	*	*	*	*	*		*
Power Equip.	!	*	*	*	*	*	*	*		*
In-Car Electr.	!	*	*	*	*	*	*	*		*
Used-Car	!	*	*	*	*	*	*	*		*

Prices

2008	$7,900 - $14,300
2009	$9,300 - $15,800
2010	$10,300 - $16,800
2011	$11,700 - $19,800
2012	$12,800 - $21,400
2013	$14,100 - $23,500
2014	$16,600 - $27,200
2015	$20,200 - $29,400
2016	-
2017	$21,400 - $38,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⇑/↑	NT
2009	Good	⇑/↑	NT
2010	Good	⇑/↑	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	-	-	-
2017	Good	↑/⇑	⇑/⇑

Nissan Versa

Nissan's subcompact Versa debuted in 2007 in both hatchback and sedan versions. Both pack an impressively roomy rear seat, and the tall roof line allows easy access. The 1.8-liter, four-cylinder engine is relatively refined, but needs to be revved up to deliver power. The standard six-speed manual is a bit clunky; the optional CVT may be a better bet. Fuel economy is good, but not a standout at 28 mpg with the CVT. We found the ride relatively comfortable and quiet, but handling wasn't a long suit. Antilock brakes were rare in early models. The 2012 redesign of the sedan was a disappointment, eroding the previous car's budget-plush feel with a noisy and blatantly cheap interior and a so-so ride. The 2014 hatchback redesign, dubbed the Versa Note, brought amazing space and livelier handling, and is fairly quiet and relaxing to drive.

Redesign/Freshening: 2007, 2012.
Safety Equipment: [Side and head protection air bags standard. ABS available, standard from 2010. ESC available, standard from 2012.
Drive Wheels: [Front.

Reliability History

Trouble Spots	Nissan Versa									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*
Used-Car	*	*	*	*	*	*	*	*	*	*

Prices

2008	$4,400 - $4,700
2009	$4,100 - $5,000
2010	$4,600 - $5,400
2011	$4,900 - $5,900
2012	$5,800 - $6,600
2013	$6,400 - $7,200
2014	$7,200 - $8,200
2015	$8,300 - $9,400
2016	$9,800 - $11,200
2017	$11,600 - $12,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	▲/▲	▲/▲
2009	Good	▲/▲	▲/▲
2010	Good	▲/▲	▲/▲
2011	Good	●/▼	▼/▼
2012	Good	▲/●	●/▲
2013	Good	▲/●	●/▲
2014	Good	▲/●	●/▲
2015	Good	▲/●	●/▲
2016	Good	▲/●	▲/▲
2017	Good	▲/●	NT

Nissan Xterra

The Nissan Xterra is based on Nissan's Frontier pickup, and was made to be a rugged, basic, truck-like SUV that served as a less-expensive alternative to the Pathfinder. It boasted a large cargo area but a fairly skimpy load capacity. Highs include good off-roading and towing capacity. But the ride, handling, braking, and fuel economy are subpar. A 2005 redesign was larger in all dimensions and more civilized while retaining the off-road capability. The strong 4.0-liter V6 engine delivers quick acceleration, but overall mileage is just 17 mpg. The four-wheel-drive system is still part-time only. 2015 was the Xterra's final year.

Redesign/Freshening: 2005.
Safety Equipment: ABS and ESC standard. Side and head protection air bags available, standard from 2009.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Nissan Xterra									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	▲	*	▲	▲	▲	*	▲	▲		
Engine Minor	▲	*	▲	▲	▲	*	▲	▲		
Engine Cooling	▲	*	▲	●	▲	*	▲	▲		
Trans. Major	▲	*	▲	●	▲	*	▲	▲		
Trans. Minor	▲	*	▲	▼	▲	*	▲	▲		
Drive System	●	*	▼	▼	▼	*	▲	●		
Fuel System	▲	*	▲	▲	▲	*	▲	▲		
Electrical	▲	*	▲	▲	▲	*	▲	▲		
Climate Syst.	●	*	▲	▲	▼	*	▲	▲		
Suspension	▲	*	▲	▲	▼	*	▲	▲		
Brakes	▼	*	▲	▲	▲	*	▲	▲		
Exhaust	●	*	▲	●	▲	*	●	▲		
Paint/Trim	▲	*	▲	▲	▲	*	▲	▲		
Noises & Leaks	●	*	▲	▼	▼	*	▲	▼		
Body Hardware	▲	*	▲	▲	▲	*	▲	▲		
Power Equip.	▲	*	▲	▲	▲	*	▼	▲		
In-Car Electr.	▲	*	▲	▲	▲	*	▼	▼		
Used-Car	▲	*	▲	▲	●	*	▲	▲		

Prices

2008	$6,100 - $7,900
2009	$7,800 - $10,300
2010	$9,000 - $11,200
2011	$9,900 - $13,800
2012	$11,600 - $17,900
2013	$14,400 - $20,600
2014	$15,900 - $23,800
2015	$19,000 - $28,200
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	▲/▲	▲/▲
2009	Good	▲/▲	▲/▲
2010	Good	▲/▲	▲/▲
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	-	-	-
2017	-	-	-

Nissan Z

The 350Z shares its strong, smooth V6 and some other components with the Infiniti G. Acceleration is very quick and fuel economy is respectable. Handling is good but not as agile as some. The six-speed manual has a notchy shifter. The ride is harsh, the cabin is cramped, and tire and road noise is pronounced. Rear visibility is especially poor. A convertible with a power-operated top is also available. Later models had improved interior materials and a slightly better ride. The coupe was redesigned for 2009, with the engine moving to 3.7 liters. The convertible followed a year later. Handling is very agile now but the ride is still stiff and choppy, and the car just isn't as engaging to drive as one would expect. Road and tire noise is constant, making for a tiring driving experience.

Redesign/Freshening: 2009.
Safety Equipment: ABS standard. ESC, side and head protection air bags available, standard from 2010.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Nissan Z									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*
Used-Car	*	*	*	*	*	*	*	*	*	*

Prices

2008	$9,000 - $14,800
2009	$12,600 - $14,500
2010	$14,000 - $16,700
2011	$14,900 - $18,600
2012	$16,500 - $20,600
2013	$18,900 - $23,200
2014	$20,100 - $25,100
2015	$21,400 - $29,500
2016	$23,000 - $32,700
2017	$24,800 - $35,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Pontiac Vibe ✔ Good Bet

The Vibe, a twin of the Toyota Matrix, uses a 1.8-liter four-cylinder that drones loudly and performs modestly. GT models use a stronger version of this engine and come only with a six-speed manual. Handling is fairly nimble, and the ride is compliant if a little jittery. Access is very easy, and the rear seat is quite roomy. The driving position is only so-so. The optional AWD system works well but hurts acceleration and fuel economy. Folding the rear seats creates a large, flat load floor. Overall, this is a sensible alternative to a small SUV. Stability control became available in 2005, but may be difficult to find. The Vibe was redesigned for 2009 but dropped after 2010 with the rest of Pontiac.

Redesign/Freshening: 2003, 2009.
Safety Equipment: ABS, ESC, and side and head protection air bags available, standard from 2009.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Pontiac Vibe									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	⏫	⏫							
Engine Minor	⏫	⏫	⏫							
Engine Cooling	⏫	🔼	⏫							
Trans. Major	⏫	⏫	⏫							
Trans. Minor	⏫	🔼	⏫							
Drive System	❗	🔽	⏫							
Fuel System	🔼	🔼	⏫							
Electrical	⏫	🔼	⏫							
Climate Syst.	⏬	⏫	⏫							
Suspension	⏫	⏫	⏫							
Brakes	🔽	❗	⏬							
Exhaust	🔼	⏫	⏫							
Paint/Trim	⏬	❗	⏫							
Noises & Leaks	🔽	🔼	❗							
Body Hardware	🔼	⏫	⏫							
Power Equip.	🔼	⏫	🔼							
In-Car Electr.	🔽	❗	⏬							
Used-Car	🔼	🔼	⏫							

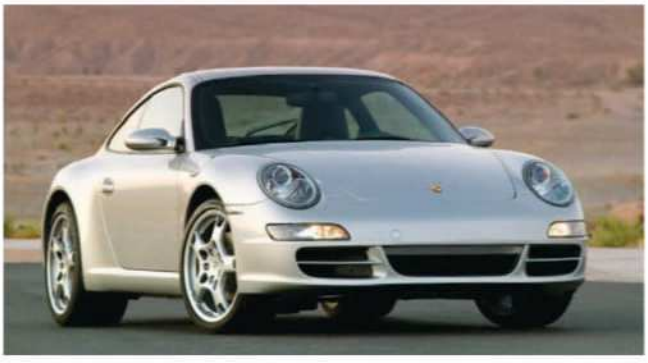
Prices

2008	$5,600 - $6,900
2009	$5,900 - $7,400
2010	$6,300 - $8,100
2011	-
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⏫/🔼	❗/🔼
2009	Good	⏫/⏫	⏫/🔼
2010	Good	⏫/⏫	⏫/🔼
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Porsche 911



The 911 has long been considered one of the world's most desirable sports cars. We tested a 2005 911 Carrera S and found it a gas to drive, with pinpoint steering and rock-solid body control. Handling is extremely precise and agile, and the ride is relatively supple. Braking is phenomenal. Rear seats, a reasonable trunk, and good visibility are added bonuses in a sports car. In later years Porsche bumped the power a bit and added a seven-speed sequential transmission in 2011. The 2013 redesign brought more power and improved fuel economy to the 911 line, through new seven-speed automated manual and manual transmissions and engine stop-start technology. The automatic gives nothing up in performance. The car is still super quick and agile, yet also more civilized than ever.

Redesign/Freshening: 2005, 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Porsche 911								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	⌃⌃	*	*	*	⌃⌃	⌃⌃	⌃⌃	*	⌃⌃
Engine Minor	*	⌃⌃	*	*	*	⌃⌃	⌃⌃	⌃⌃	*	⌃⌃
Engine Cooling	*	⌃⌃	*	*	*	⌃⌃	⌃⌃	⌃⌃	*	⌃⌃
Trans. Major	*	⌃⌃	*	*	*	⌃⌃	⌃⌃	⌃⌃	*	⌃⌃
Trans. Minor	*	⌃⌃	*	*	*	!	⌃⌃	⌃⌃	*	⌃⌃
Drive System	*	⌃⌃	*	*	*	⌃⌃	⌄⌄	⌃⌃	*	⌃⌃
Fuel System	*	⌄⌄	*	*	*	⌃⌃	⌃⌃	⌃⌃	*	⌄
Electrical	*	⌃⌃	*	*	*	⌃⌃	⌃⌃	⌃⌃	*	⌃⌃
Climate Syst.	*	⌃⌃	*	*	*	⌃⌃	⌃⌃	⌃	*	⌃⌃
Suspension	*	⌃⌃	*	*	*	⌃⌃	⌃⌃	⌃⌃	*	⌃⌃
Brakes	*	⌃⌃	*	*	*	⌃⌃	⌃⌃	⌃⌃	*	⌃⌃
Exhaust	*	⌃⌃	*	*	*	⌃⌃	⌃⌃	⌃⌃	*	⌃
Paint/Trim	*	⌃⌃	*	*	*	⌃⌃	⌃⌃	!	*	⌃⌃
Noises & Leaks	*	⌃⌃	*	*	*	⌃⌃	⌃	⌃⌃	*	⌃⌃
Body Hardware	*	⌃⌃	*	*	*	⌃⌃	⌃⌃	⌃⌃	*	⌃
Power Equip.	*	⌃⌃	*	*	*	⌃⌃	⌃⌃	⌃⌃	*	⌃⌃
In-Car Electr.	*	⌃⌃	*	*	*	⌃⌃	⌃⌃	⌃⌃	*	⌃
Used-Car	*	⌃⌃	*	*	*	⌃⌃	!	⌃⌃	*	⌄

Prices

2008	$25,900 - $58,100
2009	$28,600 - $67,200
2010	$31,700 - $70,700
2011	$36,600 - $91,300
2012	$42,900 - $94,500
2013	$51,500 - $105,500
2014	$59,900 - $134,700
2015	$71,900 - $148,400
2016	$81,700 - $166,400
2017	$91,700 - $185,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Porsche Boxster

This sporty mid-engine roadster has fun, agile handling, excellent brakes, and precise steering. The ride is firm and well controlled, yet not punishing. The two fore-and-aft trunks add some practicality. The power top is easy to operate and works at up to 30 mph. For 2005, Porsche updated the interior and exterior styling, and boosted power in both the base and performance S versions. 2007 brought further styling updates and power upgrades, as well as six-speed gearboxes. In 2009 the Boxsters gained a seven-speed sequential transmission. An all-new Boxster arrived for 2013 with a longer wheelbase and a wider track. Handling is excellent even with the electric steering, and the ride is not punishing. Interior quality and refinement were improved. The redesigned 2017 Boxster included a name change, to 718 Boxster.

Redesign/Freshening: 2005, 2013, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Porsche Boxster								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	⌃	⌃⌃	*	*	*
Engine Minor	*	*	*	*	*	⌃⌃	⌃⌃	*	*	*
Engine Cooling	*	*	*	*	*	⌃⌃	⌃⌃	*	*	*
Trans. Major	*	*	*	*	*	⌃⌃	⌃⌃	*	*	*
Trans. Minor	*	*	*	*	*	⌃⌃	⌃⌃	*	*	*
Drive System	*	*	*	*	*	⌃⌃	⌃⌃	*	*	*
Fuel System	*	*	*	*	*	⌃⌃	⌃	*	*	*
Electrical	*	*	*	*	*	⌃⌃	⌃⌃	*	*	*
Climate Syst.	*	*	*	*	*	⌄⌄	!	*	*	*
Suspension	*	*	*	*	*	⌃⌃	⌃⌃	*	*	*
Brakes	*	*	*	*	*	⌃⌃	⌃⌃	*	*	*
Exhaust	*	*	*	*	*	⌃⌃	⌃⌃	*	*	*
Paint/Trim	*	*	*	*	*	⌃⌃	⌃⌃	*	*	*
Noises & Leaks	*	*	*	*	*	⌃⌃	⌃	*	*	*
Body Hardware	*	*	*	*	*	⌃⌃	!	*	*	*
Power Equip.	*	*	*	*	*	⌃⌃	!	*	*	*
In-Car Electr.	*	*	*	*	*	⌃⌃	⌃⌃	*	*	*
Used-Car	*	*	*	*	*	⌃	⌃	*	*	*

Prices

2008	$14,100 - $28,800
2009	$16,200 - $22,400
2010	$19,600 - $25,800
2011	$21,800 - $47,300
2012	$25,500 - $51,400
2013	$30,100 - $38,000
2014	$35,100 - $44,600
2015	$38,600 - $50,100
2016	$46,900 - $58,900
2017	$57,800 - $68,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Porsche Cayenne

Porsche's luxury, midsized SUV offers V6 and V8 engines. Low-range gearing and advanced electronics promise some off-road capability. The S and Turbo models are very fast; the Turbo S has even more power. Some controls are overly complicated. Modest styling changes arrived for 2008. The ride is controlled, but very stiff. A comprehensive 2011 redesign made the Cayenne one of the sportiest, most agile SUVs on the market. Available in V6, V8, turbo V8, and hybrid versions, all have a slick eight-speed automatic transmission. A turbodiesel V6 arrived for 2013. The ride is a bit stiff at low speeds but steady and controlled as you pick up the pace. The cabin is well finished but many controls are over-complicated.

Redesign/Freshening: 2008, 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD.

Reliability History

Trouble Spots	Porsche Cayenne								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	⏫	⏫	⏫	*	🔼	*
Engine Minor	*	*	*	*	❗	🔽	🔼	*	⏫	*
Engine Cooling	*	*	*	*	⏬	🔼	⏫	*	🔼	*
Trans. Major	*	*	*	*	⏫	❗	⏫	*	⏫	*
Trans. Minor	*	*	*	*	⏬	🔼	🔼	*	⏫	*
Drive System	*	*	*	*	⏬	🔼	⏫	*	⏬	*
Fuel System	*	*	*	*	⏫	⏬	⏫	*	⏫	*
Electrical	*	*	*	*	⏫	⏫	⏫	*	⏫	*
Climate Syst.	*	*	*	*	🔼	⏫	🔼	*	⏫	*
Suspension	*	*	*	*	⏫	⏫	⏫	*	⏫	*
Brakes	*	*	*	*	⏫	⏫	🔼	*	⏫	*
Exhaust	*	*	*	*	⏫	⏫	🔼	*	⏫	*
Paint/Trim	*	*	*	*	🔼	⏫	⏫	*	⏫	*
Noises & Leaks	*	*	*	*	🔼	⏫	🔼	*	🔼	*
Body Hardware	*	*	*	*	🔼	⏫	❗	*	⏫	*
Power Equip.	*	*	*	*	🔽	⏬	⏫	*	🔼	*
In-Car Electr.	*	*	*	*	🔽	⏬	🔼	*	⏫	*
Used-Car	*	*	*	*	🔽	🔽	🔼	*	⏬	*

Prices

2008	$10,600 - $16,500
2009	$12,900 - $20,700
2010	$14,200 - $27,300
2011	$21,400 - $33,700
2012	$25,900 - $38,700
2013	$29,800 - $46,500
2014	$37,200 - $53,800
2015	$47,300 - $50,800
2016	$47,900 - $59,000
2017	$55,900 - $66,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Porsche Cayman

Porsche used the Boxster platform as the basis for the Cayman coupe. Power comes from a mid-mounted, 2.7-liter, flat-six engine. The Cayman S is the higher-performance version, placing it between the Boxster and 911 in terms of price and performance. Both five- and six-speed manuals are available; a five-speed Tiptronic automatic optional. The fixed-roof coupe seats two passengers and uses a hatchback design that allows for more rear storage than the Boxster. Like the Boxster, the Cayman also has a front trunk. An all-new Cayman arrived for 2014 with a longer wheelbase and a wider track. Both the base and S are offered with a manual or automated manual transmissions. Handling is excellent even with the electric steering, and the ride is not punishing. The redesigned 2017 Cayman included a name change, to 718 Cayman.

Redesign/Freshening: 2006, 2014, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Porsche Cayman								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*		⏫	*	*	*
Engine Minor	*	*	*	*	*		⏫	*	*	*
Engine Cooling	*	*	*	*	*		⏫	*	*	*
Trans. Major	*	*	*	*	*		⏫	*	*	*
Trans. Minor	*	*	*	*	*		⏫	*	*	*
Drive System	*	*	*	*	*		🔼	*	*	*
Fuel System	*	*	*	*	*		⏫	*	*	*
Electrical	*	*	*	*	*		🔼	*	*	*
Climate Syst.	*	*	*	*	*		⏫	*	*	*
Suspension	*	*	*	*	*		⏫	*	*	*
Brakes	*	*	*	*	*		⏫	*	*	*
Exhaust	*	*	*	*	*		⏫	*	*	*
Paint/Trim	*	*	*	*	*		⏫	*	*	*
Noises & Leaks	*	*	*	*	*		⏫	*	*	*
Body Hardware	*	*	*	*	*		⏫	*	*	*
Power Equip.	*	*	*	*	*		⏫	*	*	*
In-Car Electr.	*	*	*	*	*		⏫	*	*	*
Used-Car	*	*	*	*	*		⏫	*	*	*

Prices

2008	$14,400 - $18,800
2009	$16,900 - $23,000
2010	$20,000 - $27,100
2011	$22,700 - $44,500
2012	$27,100 - $53,200
2013	-
2014	$36,700 - $47,600
2015	$40,700 - $53,100
2016	$48,500 - $60,900
2017	$60,000 - $73,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	-	-	-
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Porsche Macan

Porsche's latest model combines much of the performance and feel of its sports cars with the functional package of a small SUV. Two engines are offered; a 3.0-liter V6 turbo in the S and a 3.6-liter V6 turbo in the uplevel Turbo. Though based on the Audi Q5, the power and handling are true Porsche, as are the seats, controls, fit and finish, and attention to detail. The firm ride is steady and controlled. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first.

Redesign/Freshening: 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD.

Reliability History

Trouble Spots	Porsche Macan								
	08	09	10	11	12	13	14	**15**	16	17
Engine, Major								⏫	⏫	⏫
Engine Minor								⏫	⏫	⏫
Engine Cooling								⏫	⏫	⏫
Trans. Major								⏫	⏫	⏫
Trans. Minor								⏫	⏫	⏫
Drive System								⏫	🔼	⏫
Fuel System								🔼	⏫	⏫
Electrical								⏫	⏫	⏫
Climate Syst.								⏫	⏫	⏫
Suspension								🔼	⏫	⏫
Brakes								⏫	⏫	⏫
Exhaust								❗	⏫	⏫
Paint/Trim								⏫	⏫	⏫
Noises & Leaks								🔼	⏫	🔼
Body Hardware								🔼	🔼	⏫
Power Equip.								⏫	🔼	⏫
In-Car Electr.								❗	❗	⏫
Used-Car								❗	❗	⏫

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	$44,500 - $57,300
2016	$51,400 - $64,800
2017	$59,100 - $72,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Porsche Panamera

Porsche's four-door luxury car is a large, low-slung car with a coupe silhouette and a hatchback body. Handling is agile, with excellent steering and a supple ride. Normally aspirated and turbocharged V8s are offered, along with a V6. All use a quick-shifting seven-speed automated manual that isn't as smooth at low speeds as a regular automatic. Our tested S model, with a 400-hp, 4.8-liter V8, returned strong performance and 20 mpg overall. Four adults fit in the snug but beautifully finished interior. Complicated and button-laden controls, tight access, and impaired visibility are demerits. A hybrid and a long-wheelbase Executive version arrived for 2014.

Redesign/Freshening: 2010, 2017.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Porsche Panamera									
	08	09	**10**	11	12	13	14	15	16	**17**
Engine, Major			*	*	*	*	*	*	*	*
Engine Minor			*	*	*	*	*	*	*	*
Engine Cooling			*	*	*	*	*	*	*	*
Trans. Major			*	*	*	*	*	*	*	*
Trans. Minor			*	*	*	*	*	*	*	*
Drive System			*	*	*	*	*	*	*	*
Fuel System			*	*	*	*	*	*	*	*
Electrical			*	*	*	*	*	*	*	*
Climate Syst.			*	*	*	*	*	*	*	*
Suspension			*	*	*	*	*	*	*	*
Brakes			*	*	*	*	*	*	*	*
Exhaust			*	*	*	*	*	*	*	*
Paint/Trim			*	*	*	*	*	*	*	*
Noises & Leaks			*	*	*	*	*	*	*	*
Body Hardware			*	*	*	*	*	*	*	*
Power Equip.			*	*	*	*	*	*	*	*
In-Car Electr.			*	*	*	*	*	*	*	*
Used-Car			*	*	*	*	*	*	*	*

Prices

2008	-
2009	-
2010	$27,600 - $34,000
2011	$26,500 - $38,700
2012	$30,700 - $67,000
2013	$34,500 - $75,300
2014	$40,400 - $63,500
2015	$49,800 - $69,800
2016	$60,500 - $90,600
2017	$75,800 - $98,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Saab 9-3

The original 9-3 had secure handling, a large and versatile hatchback, and a full complement of safety features, but rode stiffly, was noisy, and had a cramped interior. A high-performance, 230-hp Viggen model was available. The redesigned 2003 9-3 dropped the hatchback, coming as a four-door sedan, convertible, or wagon with a choice of turbo four-cylinder engines. Good points were sporty and capable handling and good braking. The front seats are well-sculpted but rear seat is tight. Some controls are overly complex, and the 9-3 isn't as comfortable as some competitors. For 2007 the car was freshened with revised styling, better interior controls, an available AWD model, and a turbo six-cylinder. The SportCombi was the wagon version. The brand has been discontinued.

Redesign/Freshening: 2007.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Saab 9-3								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	▲	*	*	*						
Engine Minor	▲▲	*	*	*						
Engine Cooling	▼	*	*	*						
Trans. Major	▲	*	*	*						
Trans. Minor	▲	*	*	*						
Drive System	▼▼	*	*	*						
Fuel System	▼▼	*	*	*						
Electrical	!	*	*	*						
Climate Syst.	!	*	*	*						
Suspension	!	*	*	*						
Brakes	▲▲	*	*	*						
Exhaust	▲▲	*	*	*						
Paint/Trim	▲▲	*	*	*						
Noises & Leaks	▲▲	*	*	*						
Body Hardware	▲	*	*	*						
Power Equip.	▼▼	*	*	*						
In-Car Electr.	!	*	*	*						
Used-Car	▼	*	*	*						

Prices

2008	$4,800 - $7,100
2009	$5,600 - $9,000
2010	$6,500 - $10,200
2011	$7,400 - $12,100
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	▲/▲	▲▲/▲
2009	Good	▲/▲	▲▲/▲
2010	Good	▲/▲	▲▲/▲
2011	Good	NT	NT
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Saab 9-5

Saab's 9-5 is a competent car with capable and secure handling. The ride is firm and compliant, but road noise is pronounced. The turbocharged 2.3-liter, 170-hp four-cylinder (185 hp from 2000 on) provides ample acceleration. The 3.0-liter, 200-hp V6 is smoother, quieter, and stronger. A higher-performance 230-hp Aero model was added for 2000. Aside from styling updates the 9-5 was largely unchanged through 2009. A major 2010 redesign was based on Buick LaCrosse underpinnings but wasn't as well rounded. It handled fairly nimbly and has great fit and finish but the 220-hp turbocharged Four is noisy and a little weak. The stiff ride and cramped cockpit didn't help, either, and sales were meager. The Saab brand has been discontinued.

Redesign/Freshening: 1999, 2010.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Saab 9-5								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*						
Engine Minor	*	*	*	*						
Engine Cooling	*	*	*	*						
Trans. Major	*	*	*	*						
Trans. Minor	*	*	*	*						
Drive System	*	*	*	*						
Fuel System	*	*	*	*						
Electrical	*	*	*	*						
Climate Syst.	*	*	*	*						
Suspension	*	*	*	*						
Brakes	*	*	*	*						
Exhaust	*	*	*	*						
Paint/Trim	*	*	*	*						
Noises & Leaks	*	*	*	*						
Body Hardware	*	*	*	*						
Power Equip.	*	*	*	*						
In-Car Electr.	*	*	*	*						
Used-Car	*	*	*	*						

Prices

2008	$5,300 - $6,500
2009	$6,700 - $8,700
2010	$8,700 - $8,700
2011	$8,100 - $10,900
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	▲▲/▲▲	▲▲/▲
2009	Good	▲▲/▲▲	▲▲/▲
2010	Good	NT	NT
2011	Good	NT	NT
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

WORSE — BETTER

Scion FR-S ✔ Good Bet

Jointly developed with the Subaru BRZ, the rear-wheel-drive FR-S features a 200-hp, 2.0-liter four-cylinder teamed with a choice of a six-speed manual or six-speed automatic transmission. Its mere 2,800-pound curb weight and optimal weight distribution give it super-agile handling and balance at its limits. In corners the car turns in promptly with virtually no body lean. The steering is well weighted, with decent feedback. The FR-S has a slightly more compliant ride than the BRZ. Inside, the cabin is relatively plain, with well-bolstered front sport seats, but the stiff ride and elevated noise can be taxing, and the vestigial rear seats are best left for cargo. The Scion brand has been discontinued for 2017 model year. The FR-S is renamed as the Toyota 86.

Redesign/Freshening: 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Scion FR-S									
	08	09	10	11	12	**13**	14	15	16	17
Engine, Major						⇈	↑	⇈	⇈	
Engine Minor						↑	⇈	⇈	⇈	
Engine Cooling						⇈	⇈	⇈	⇈	
Trans. Major						↑	!	⇈	⇈	
Trans. Minor						↑	⇈	⇈	⇈	
Drive System						⇈	⇈	⇈	⇈	
Fuel System						⇊	⇈	⇈	⇈	
Electrical						↑	⇈	⇈	⇈	
Climate Syst.						⇈	⇈	⇈	⇈	
Suspension						⇈	⇈	⇈	⇈	
Brakes						⇈	⇈	⇈	⇈	
Exhaust						⇈	⇈	⇈	⇈	
Paint/Trim						↑	!	⇊	⇈	
Noises & Leaks						⇊	↓	⇈	⇈	
Body Hardware						↑	⇈	⇈	⇈	
Power Equip.						↑	↑	↑	⇈	
In-Car Electr.						↑	⇈	↑	↑	
Used-Car						!	↑	⇈	⇈	

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	$13,100 - $14,400
2014	$16,200 - $16,200
2015	$17,700 - $19,100
2016	$19,300 - $20,200
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	Good	NT	NT
2014	Good	↑/↑	!/⇈
2015	Good	↑/↑	!/⇈
2016	Good	↑/↑	!/⇈
2017	-	-	-

Scion tC

This small sporty coupe joined the Scion line in 2005, offering a lot of features for the money. Before 2011 the tC was powered by a spirited 160-hp, 2.4-liter four-cylinder engine, with the choice of a five-speed manual or four-speed automatic. Handling is fairly nimble but not exactly sporty. The ride is pleasant. The rear seat is relatively spacious for a small coupe, and its seatbacks can recline for passenger comfort. Expect very good fuel economy. 2011's redesign brought a power boost to 180-hp, and a choice of a six-speed manual or automatic, but the noisy cabin and jittery ride remained. Updates for 2014 included some styling tweaks, new suspension and steering calibrations, and a six-speed automatic transmission. The Scion brand has been discontinued after the 2016 model year.

Redesign/Freshening: 2005, 2011.
Safety Equipment: ABS, and side and head protection air bags available, standard from 2008. ESC standard from 2011.
Drive Wheels: [Front.

Reliability History

Trouble Spots	Scion tC									
	08	09	10	**11**	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	
Engine Minor	*	*	*	*	*	*	*	*	*	
Engine Cooling	*	*	*	*	*	*	*	*	*	
Trans. Major	*	*	*	*	*	*	*	*	*	
Trans. Minor	*	*	*	*	*	*	*	*	*	
Drive System	*	*	*	*	*	*	*	*	*	
Fuel System	*	*	*	*	*	*	*	*	*	
Electrical	*	*	*	*	*	*	*	*	*	
Climate Syst.	*	*	*	*	*	*	*	*	*	
Suspension	*	*	*	*	*	*	*	*	*	
Brakes	*	*	*	*	*	*	*	*	*	
Exhaust	*	*	*	*	*	*	*	*	*	
Paint/Trim	*	*	*	*	*	*	*	*	*	
Noises & Leaks	*	*	*	*	*	*	*	*	*	
Body Hardware	*	*	*	*	*	*	*	*	*	
Power Equip.	*	*	*	*	*	*	*	*	*	
In-Car Electr.	*	*	*	*	*	*	*	*	*	
Used-Car	*	*	*	*	*	*	*	*	*	

Prices

2008	$5,100 - $5,700
2009	$5,600 - $5,900
2010	$6,500 - $6,600
2011	$7,300 - $8,200
2012	$8,400 - $8,900
2013	$9,900 - $10,600
2014	$11,700 - $12,100
2015	$13,600 - $14,200
2016	$15,000 - $15,000
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Accept.	⇈/↑	⇈/⇈
2009	Accept.	⇈/↑	⇈/⇈
2010	Accept.	⇈/↑	⇈/⇈
2011	Good	⇈/↑	⇈/⇈
2012	Good	⇈/↑	⇈/⇈
2013	Good	⇈/↑	⇈/⇈
2014	Good	⇈/↑	⇈/⇈
2015	Good	⇈/↑	⇈/⇈
2016	Good	⇈/↑	⇈/⇈
2017	-	-	-

Scion xB ✔ Good Bet

The cube-like xB has very good space efficiency and a roomy interior. The low floor and high roof make access almost as easy as walking into the next room. Handling is fairly nimble. Good visibility and compact dimensions make the xB a great city car. On a long drive, though, its choppy ride and high levels of wind noise can make it fatiguing. In our testing the manual transmission xB got 30 mpg. Electronic stability control was available from the first year, impressive for such an inexpensive car. The xB grew longer and wider with the 2008 redesign. The 2.4-liter engine delivers better performance, but worse fuel economy: only 23 mpg with the automatic. The revised styling hurt rear visibility, too. Later models offered a rear-view camera. 2015 was its last year.

Redesign/Freshening: 2004, 2008.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Scion xB								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	!	↓↓	↑↑	↑↑	↑↑	*	*	↑↑		
Engine Minor	!	↑↑	↑↑	↑	↑↑	*	*	↑↑		
Engine Cooling	↑↑	↑	↑↑	↑↑	↑↑	*	*	↑↑		
Trans. Major	↑↑	↑	↑↑	↑↑	↑↑	*	*	↑↑		
Trans. Minor	↑↑	↑↑	↑↑	↑↑	↑↑	*	*	↑↑		
Drive System	!	↑↑	↑↑	↑↑	↑↑	*	*	↑↑		
Fuel System	↑↑	↑↑	↑↑	↑↑	↑↑	*	*	↑↑		
Electrical	↑↑	↑	↑↑	↑↑	↑↑	*	*	↑↑		
Climate Syst.	↑	↑↑	↑	↑↑	↑	*	*	↑↑		
Suspension	↑↑	↑↑	↑↑	↑	↑↑	*	*	↑↑		
Brakes	↓	!	↑↑	↑	↑	*	*	↑↑		
Exhaust	↑↑	↑↑	!	↑↑	↑↑	*	*	↑↑		
Paint/Trim	↓	↓	!	↑↑	↑	*	*	↑↑		
Noises & Leaks	↑	↓	↑↑	↑	↑↑	*	*	↑↑		
Body Hardware	↑↑	↑↑	↑↑	↑↑	↑	*	*	↑		
Power Equip.	↑	↑↑	↑	↑↑	↑	*	*	↑↑		
In-Car Electr.	↑↑	↑↑	↑↑	!	↑↑	*	*	↑↑		
Used-Car	↑	↑	↑↑	↑↑	↑↑	*	*	↑↑		

Prices

2008	$5,800 - $5,800
2009	$6,500 - $6,700
2010	$7,100 - $7,200
2011	$8,000 - $8,100
2012	$9,100 - $9,500
2013	$10,600 - $10,900
2014	$12,100 - $12,600
2015	$14,100 - $14,500
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	↑/↑	↑↑/↑↑
2009	Good	↑/↑	↑↑/↑↑
2010	Good	↑/↑	↑↑/↑↑
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	-	-	-
2017	-	-	-

Scion xD

The xD is a boxier version of the Toyota Yaris. The ride suffers from short, jumpy motions, and the highway ride feels jittery. The 1.8-liter, four-cylinder engine delivers adequate performance but is miserly with fuel. We averaged 29 mpg overall with the automatic and 34 with the manual. The cabin is noisy and the driving position is awkward. Some taller drivers found the seat cushion too short. The front seats are comfortable enough for people who fit them. The rear has plenty of room for such a small car and cabin access is easy. The xD came with a lot of standard features. 2014 was its last year.

Redesign/Freshening: 2008.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2010.
Drive Wheels: Front.

Reliability History

Trouble Spots	Scion xD								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	↑↑	*	*	*	*	*	*			
Engine Minor	!	*	*	*	*	*	*			
Engine Cooling	↓	*	*	*	*	*	*			
Trans. Major	↑↑	*	*	*	*	*	*			
Trans. Minor	↑↑	*	*	*	*	*	*			
Drive System	↑↑	*	*	*	*	*	*			
Fuel System	↑	*	*	*	*	*	*			
Electrical	↑	*	*	*	*	*	*			
Climate Syst.	↓↓	*	*	*	*	*	*			
Suspension	↑↑	*	*	*	*	*	*			
Brakes	↑↑	*	*	*	*	*	*			
Exhaust	↑	*	*	*	*	*	*			
Paint/Trim	↑	*	*	*	*	*	*			
Noises & Leaks	↓↓	*	*	*	*	*	*			
Body Hardware	↑↑	*	*	*	*	*	*			
Power Equip.	↑	*	*	*	*	*	*			
In-Car Electr.	↑↑	*	*	*	*	*	*			
Used-Car	↑	*	*	*	*	*	*			

Prices

2008	$5,200 - $5,600
2009	$5,900 - $6,300
2010	$6,200 - $7,800
2011	$7,100 - $7,500
2012	$7,800 - $8,200
2013	$8,600 - $9,300
2014	$9,600 - $11,000
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Accept.	↑/↑	↑↑/↑↑
2009	Accept.	↑/↑	↑↑/↑↑
2010	Accept.	↑/↑	↑↑/↑↑
2011	Accept.	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	-	-	-
2016	-	-	-
2017	-	-	-

Smart ForTwo

This tiny two-seater was one of our lowest-rated cars. It's good on gas, a snap to park, and easily sparks conversations. Access to the cabin is very easy and the seats are comfortable. Power comes from a 1.0-liter, three-cylinder engine that does a decent job keeping up with traffic, but the Smart is very slow accelerating from a stop. It has a harsh ride, clumsy handling, and an automated manual transmission that has the worst shift quality we've experienced. It changes gear slowly, causing the car to pause and heave, rocking occupants fore and aft. We've measured 39 mpg overall, but the Smart requires premium fuel. The Smart was redesigned for 2016 and improved, it's still not a smart choice unless easy parking is a priority.

Redesign/Freshening: 2008, 2016.
Safety Equipment: ABS, ESC, and side air bags standard.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Smart ForTwo								
	08	09	10	11	12	13	14	15	16	17
Engine, Major			*	*	*	*	*	*	*	*
Engine Minor			*	*	*	*	*	*	*	*
Engine Cooling			*	*	*	*	*	*	*	*
Trans. Major			*	*	*	*	*	*	*	*
Trans. Minor			*	*	*	*	*	*	*	*
Drive System	*		*	*	*	*	*	*	*	*
Fuel System			*	*	*	*	*	*	*	*
Electrical			*	*	*	*	*	*	*	*
Climate Syst.			*	*	*	*	*	*	*	*
Suspension			*	*	*	*	*	*	*	*
Brakes			*	*	*	*	*	*	*	*
Exhaust			*	*	*	*	*	*	*	*
Paint/Trim			*	*	*	*	*	*	*	*
Noises & Leaks			*	*	*	*	*	*	*	*
Body Hardware			*	*	*	*	*	*	*	*
Power Equip.			*	*	*	*	*	*	*	*
In-Car Electr.			*	*	*	*	*	*	*	*
Used-Car			*	*	*	*	*	*	*	*

Prices

2008	$3,700 - $4,300
2009	$3,700 - $4,500
2010	$3,800 - $6,000
2011	$3,800 - $4,800
2012	$4,100 - $5,300
2013	$4,000 - $5,900
2014	$4,800 - $6,800
2015	$6,400 - $8,100
2016	$8,200 - $10,300
2017	$10,600 - $13,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/NT
2009	Good	/	/NT
2010	Good	/	/NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	/	/NT

Subaru BRZ ✔ Good Bet

Developed with Toyota, the BRZ is Subaru's first rear-wheel-drive sports car. It features a 200-hp, 2.0-liter four-cylinder with a choice of a six-speed manual or automatic. Handling is super responsive, with impressive agility. In corners the BRZ turns in promptly, with virtually no body lean, The steering is quick and well weighted, with decent feedback. At its limits it understeers more than the FR-S, which makes it more forgiving but slightly less rewarding, and has a more jittery ride. Inside, the cabin is relatively plain, with well-bolstered front sport seats, but the stiff ride and elevated noise can be taxing, and the vestigial rear seats are best suited for cargo.

Redesign/Freshening: 2013.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Rear.

Reliability History

Trouble Spots	Subaru BRZ								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	$14,300 - $14,900
2014	$16,200 - $16,800
2015	$18,800 - $20,500
2016	$21,000 - $22,500
2017	$24,600 - $25,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	Good	NT	NT
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	NT

Subaru Crosstrek, XV

This small quasi-SUV is mechanically the same as the Impreza hatchback, but with a raised ride height that gives it more styling attitude and enough altitude to slosh through deeply rutted roads. It may appeal to those living at the end of a dirt road who don't want anything big and bulky. The cabin is rather noisy, the ride is stiff, and the little 148-hp, 2.0-liter four-cylinder engine has to work hard to maintain highway speed, but fuel economy is a gratifying 26 mpg. A Hybrid version, introduced for 2014, barely improves on that, at 28 mpg. At least the Hybrid is a little quieter and sounds less strained. The regular Impreza hatch may be a better choice: it's quieter, quicker, cheaper, and better-riding.

Redesign/Freshening: 2013, 2018.
Safety Equipment: ABS and ESC standard. Side and head protection air bags standard.
Drive Wheels: AWD.

Reliability History

Trouble Spots	Subaru Crosstrek, XV								
	08	09	10	11	12	**13**	14	15	16	17
Engine, Major						⇈	⇈	⇈	⇈	⇈
Engine Minor						!	^	⇈	⇈	⇈
Engine Cooling						⇈	⇈	⇈	⇈	⇈
Trans. Major						^	⇈	⇈	⇈	⇈
Trans. Minor						⇈	⇈	⇈	⇈	⇈
Drive System						v	!	⇈	⇈	⇈
Fuel System						⇈	⇈	⇈	⇈	⇈
Electrical						⇈	⇈	⇈	⇈	⇈
Climate Syst.						^	^	⇈	⇈	⇈
Suspension						v	⇈	⇈	⇈	⇈
Brakes						v	⇈	⇈	⇈	⇈
Exhaust						⇈	⇈	⇈	⇈	⇈
Paint/Trim						⇈	^	^	⇈	⇈
Noises & Leaks						^	^	⇈	^	⇈
Body Hardware						⇈	⇈	⇈	⇈	⇈
Power Equip.						!	!	^	⇈	⇈
In-Car Electr.						^	v	!	^	⇈
Used-Car						!	!	^	⇈	⇈

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	$14,900 - $16,500
2014	$16,500 - $18,100
2015	$18,100 - $21,000
2016	$20,400 - $23,000
2017	$21,700 - $24,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	Good	NT	NT
2014	Good	^/^	⇈/⇈
2015	Good	^/^	⇈/⇈
2016	Good	^/^	⇈/⇈
2017	Good	^/^	⇈/⇈

Subaru Forester

The Forester is one of the better small SUVs. This no-nonsense car emphasizes practicality, with plenty of room, standard all-wheel-drive, and excellent visibility. The ride is compliant and handling is quite nimble. The 2.5-liter four-cylinder engine provides good acceleration and the transmission is responsive. Crash-test performance has been impressive. A powerful turbo XT is also available but rare. We would only consider 2009 or newer examples due to their standard ESC, roomy rear seat, and perhaps the best ride of any small SUV. Cabin fittings and controls remained Spartan. The 2014 redesign greatly improved fuel economy, thanks mostly to a new continuously variable transmission, and bolstered safety with the available EyeSight system.

Redesign/Freshening: 2003, 2009, 2014.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2009.
Drive Wheels: AWD.

Reliability History

Trouble Spots	Subaru Forester								
	08	**09**	10	11	12	13	**14**	15	16	17
Engine, Major	⇊	⇊	v	⇊	v	^	^	⇈	⇈	⇈
Engine Minor	v	v	v	⇊	v	^	^	⇈	⇈	⇈
Engine Cooling	^	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	v	!	^	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	^	^	^	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇈	!	^	^	^	⇈	⇈	⇈	⇈	⇈
Fuel System	^	!	^	^	^	⇈	⇈	⇈	⇈	⇈
Electrical	^	^	^	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	!	!	!	^	^	⇈	^	⇈	⇈	⇈
Suspension	!	^	!	⇈	^	⇈	⇈	⇈	⇈	⇈
Brakes	^	!	v	v	v	!	⇈	⇈	⇈	⇈
Exhaust	!	!	v	^	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	^	^	!	⇈	^	⇈	⇈	⇈	⇈	⇈
Noises & Leaks	v	!	v	!	⇈	^	^	^	⇈	⇈
Body Hardware	!	⇈	^	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Power Equip.	^	^	^	^	^	!	^	⇈	⇈	⇈
In-Car Electr.	!	^	⇈	^	^	^	v	!	!	^
Used-Car	!	!	!	v	!	^	!	^	⇈	⇈

Prices

2008	$6,100 - $8,800
2009	$7,200 - $9,600
2010	$8,300 - $10,400
2011	$9,800 - $14,000
2012	$11,300 - $14,900
2013	$12,800 - $17,500
2014	$14,400 - $20,200
2015	$16,600 - $22,100
2016	$18,400 - $26,400
2017	$20,300 - $29,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	^/⇈	⇈/⇈
2009	Good	^/⇈	⇈/⇈
2010	Good	^/⇈	⇈/⇈
2011	Good	^/⇈	⇈/^
2012	Good	^/⇈	⇈/^
2013	Good	^/⇈	⇈/^
2014	Good	⇈/^	⇈/⇈
2015	Good	⇈/^	⇈/⇈
2016	Good	⇈/^	⇈/⇈
2017	Good	⇈/^	⇈/⇈

WORSE — BETTER

Subaru Impreza

The Impreza comes as a sedan or a five-door hatchback. Its nimble handling, composed ride, and standard all-wheel drive have long been hallmarks. However, its fuel economy wasn't up to par for a small car prior to the 2012 introduction of a CVT. And interior materials felt pretty cheap. A 2008 redesign make the Impreza much larger, quieter, and more refined, but steering and handling lost their sharpness. The 2012 makeover made a good car better, with a very good ride, responsive handling, and improved interior space, but with its CVT, the car is far from quiet. Sporty 227-hp WRX and ferociously quick 300-hp WRX STi variants have long been among the most entertaining small cars on the market.

Redesign/Freshening: 2008, 2012, 2017.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2009.
Drive Wheels: AWD.

Reliability History

Trouble Spots	Subaru Impreza								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$5,400 - $15,800
2009	$5,700 - $17,000
2010	$6,500 - $18,400
2011	$7,600 - $20,100
2012	$9,100 - $22,600
2013	$11,000 - $24,700
2014	$12,500 - $26,900
2015	$14,500 - $19,000
2016	$15,800 - $18,600
2017	$17,400 - $21,800

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	NT	NT
2012	Good	/	/
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Subaru Legacy

The Legacy has been a well-rounded performer for many years. The ride is supple, and routine handling is excellent. Make sure to get a 2008 or later, when electronic stability control became widely available. Mediocre fuel economy was a drawback until the 2010 redesign, when mpg improved markedly, to 25 mpg overall in our tests of a four-cylinder with the CVT. Ride quality is impressive, but handling is less crisp. The interior is roomier than previous generations and the car is quieter. The 2015 redesign improved interior quality, added contemporary infotainment capability, and made the car one of the best-riding sedans available.

Redesign/Freshening: 2005, 2010, 2015.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2009.
Drive Wheels: AWD.

Reliability History

Trouble Spots	Subaru Legacy								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$5,800 - $9,800
2009	$6,400 - $11,700
2010	$7,000 - $11,000
2011	$7,800 - $13,700
2012	$9,400 - $16,500
2013	$11,100 - $15,800
2014	$13,000 - $17,800
2015	$15,100 - $20,100
2016	$17,100 - $23,000
2017	$19,300 - $25,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	/	/
2009	Good	/	/
2010	Good	/	/
2011	Good	/	/
2012	Good	/	NT
2013	Good	/	/
2014	Good	/	/
2015	Good	/	/
2016	Good	/	/
2017	Good	/	/

Subaru Outback

The Outback is essentially a Legacy wagon or sedan with added ground clearance and a slightly raised roof. For many years only the 3.0 VDC models got standard ESC. Turbocharged XT models feel very powerful, while the six-cylinder adds smoothness and quiet refinement. The sedan was dropped after 2007. Mediocre fuel economy was a consistent drawback until the 2010 redesign, when it improved to 24 mpg overall in our tests of a four-cylinder with the CVT. Ride quality is impressive, but handling is less crisp. The interior is roomier than previous generations and the car is quieter. A 2013 update helped handling at the expense of some ride comfort. Both were improved with the 2015 redesign, which also adds a nicer interior with contemporary infotainment capability.

Redesign/Freshening: 2005, 2010, 2015.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2009.
Drive Wheels: AWD.

Reliability History

Trouble Spots	Subaru Outback								
	08	09	**10**	11	12	13	14	**15**	16	17
Engine, Major	⏬	⏬	⌃	⏫	⏫	⌃	⏫	⏫	⏫	⏫
Engine Minor	⏬	⏬	⌃	⌃	⏫	⌄	⌃	⏫	⏫	⏫
Engine Cooling	!	⌃	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏫	!	⌃	⌃	⌃	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏫	!	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Drive System	⏬	⌄	⌃	⌃	⏫	⏫	⏫	⏫	⏫	⏫
Fuel System	⌄	!	⏫	⏫	⌃	⏫	⏫	⏫	⏫	⏫
Electrical	⌃	⌃	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Climate Syst.	!	⏫	⏫	⌃	⏫	⏫	⏫	⏫	⏫	⏫
Suspension	⏬	⏬	⌃	⌃	⌃	⌃	⏫	!	⏫	
Brakes	⌄	⌄	!	!	!	⌃	⌃	⏫	⏫	⏫
Exhaust	⏬	⏬	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	⏫	⌃	⌃	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Noises & Leaks	⌄	⏬	!	!	⌃	⌃	⌃	⏫	⏫	⏫
Body Hardware	⏫	⌃	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Power Equip.	⌃	!	⌄	⏬	⏬	⌄	!	!	⌃	⌃
In-Car Electr.	!	⌃	⌃	⌃	⏫	!	⌃	⌄	!	⌃
Used-Car	⏬	⌄	⌃	⌃	⌃	!	⌃	!	!	⌃

Prices

2008	$7,000 - $8,700
2009	$7,900 - $10,800
2010	$8,600 - $11,900
2011	$10,100 - $13,100
2012	$11,700 - $15,500
2013	$14,200 - $18,800
2014	$16,400 - $21,500
2015	$19,600 - $25,000
2016	$21,800 - $28,500
2017	$24,900 - $33,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⏫/⏫	⏫/⏫
2009	NT	⏫/⏫	⏫/⏫
2010	Good	⏫/⏫	⏫/⏫
2011	Good	⌃/⌃	⏫/⌃
2012	Good	⏫/⌃	⏫/⌃
2013	Good	⏫/⏫	⏫/⏫
2014	Good	⏫/⏫	⏫/⏫
2015	Good	⏫/⏫	⏫/⏫
2016	Good	⏫/⏫	⏫/⏫
2017	Good	⏫/⏫	⏫/⏫

Subaru Tribeca

The Tribeca has fairly agile handling and a quiet, comfortable, and steady ride. The cabin is nicely finished, but the second-row seat is cramped and the third-row is tiny, even for children. The 3.0-liter six-cylinder engine has to work hard to maintain speed, and the transmission downshifts reluctantly, making it feel underpowered. Wind and engine noise are subdued. Expect a disappointing 16 mpg overall on premium fuel. Most controls are easy to use, but it is a long reach to the navigation system's touch-screen monitor. 2007 brought a rollover-detection system and available rear-view camera. A revised transmission and a more powerful 256-hp, 3.6-liter engine using regular fuel arrived for 2008 The Tribeca has soldiered on without changes for a number of years. 2014 was its last year.

Redesign/Freshening: 2008.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD.

Reliability History

Trouble Spots	Subaru Tribeca								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	!	*	*	*	*	*	*			
Engine Minor	⌄	*	*	*	*	*	*			
Engine Cooling	⏫	*	*	*	*	*	*			
Trans. Major	⌃	*	*	*	*	*	*			
Trans. Minor	⌄	*	*	*	*	*	*			
Drive System	!	*	*	*	*	*	*			
Fuel System	⏫	*	*	*	*	*	*			
Electrical	!	*	*	*	*	*	*			
Climate Syst.	⌃	*	*	*	*	*	*			
Suspension	⏬	*	*	*	*	*	*			
Brakes	!	*	*	*	*	*	*			
Exhaust	!	*	*	*	*	*	*			
Paint/Trim	⏫	*	*	*	*	*	*			
Noises & Leaks	⌃	*	*	*	*	*	*			
Body Hardware	⏫	*	*	*	*	*	*			
Power Equip.	⏬	*	*	*	*	*	*			
In-Car Electr.	⏬	*	*	*	*	*	*			
Used-Car	!	*	*	*	*	*	*			

Prices

2008	$7,400 - $8,000
2009	$8,900 - $9,700
2010	$10,100 - $13,400
2011	$11,800 - $14,700
2012	$14,000 - $16,700
2013	$17,600 - $19,400
2014	$19,200 - $21,000
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/⏫	⏫/⏫
2009	Good	⏫/⏫	⏫/⏫
2010	Good	⏫/⏫	⏫/⏫
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	-	-	-
2016	-	-	-
2017	-	-	-

Suzuki Grand Vitara

Even with its V6, we found the Vitara to be sluggish, its power blunted by the automatic transmission. Basically, all Vitaras are slow, noisy, and uncomfortable. The redesigned 2006 Grand Vitara brought unibody construction and a fully independent suspension. The V6 was still sluggish and returned just 18 mpg. The stiff, jittery ride, vague steering and reluctant handling didn't impress us either. A four-cylinder engine was reintroduced in 2009 but fuel economy wasn't much better than the V6's. The Suzuki brand was discontinued after the 2013 model year.

Redesign/Freshening: 2006.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; AWD; Rear.

Reliability History

Trouble Spots	Suzuki Grand Vitara									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*				
Engine Minor	*	*	*	*	*	*				
Engine Cooling	*	*	*	*	*	*				
Trans. Major	*	*	*	*	*	*				
Trans. Minor	*	*	*	*	*	*				
Drive System	*	*	*	*	*	*				
Fuel System	*	*	*	*	*	*				
Electrical	*	*	*	*	*	*				
Climate Syst.	*	*	*	*	*	*				
Suspension	*	*	*	*	*	*				
Brakes	*	*	*	*	*	*				
Exhaust	*	*	*	*	*	*				
Paint/Trim	*	*	*	*	*	*				
Noises & Leaks	*	*	*	*	*	*				
Body Hardware	*	*	*	*	*	*				
Power Equip.	*	*	*	*	*	*				
In-Car Electr.	*	*	*	*	*	*				
Used-Car	*	*	*	*	*	*				

Prices

2008	$3,600 - $5,600
2009	$4,100 - $8,000
2010	$3,400 - $8,900
2011	$4,700 - $9,500
2012	$5,700 - $9,900
2013	$7,000 - $11,700
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	▲/▲	▲▲/▲▲
2009	Good	▲/▲	▲▲/▲▲
2010	Good	▲/▲	▲▲/▲▲
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Suzuki Kizashi

The Kizashi is a sound car but not a standout in any way. It slots at the smaller end of the family sedan category, with a snug cabin and tight rear seat. The ride is taut and controlled, but a little stiff. The front seats are well shaped and comfortable, the cabin is well-finished, and most drivers should find sufficient head- and legroom. Fuel economy is pretty good but acceleration is rather leisurely, and the CVT makes the 2.4-liter four-cylinder engine work hard--and loudly--to keep up the pace. Alluring features such as keyless ignition, seat-position memory, and automatic climate control are welcome. The Suzuki brand was discontinued after the 2013 model year.

Redesign/Freshening: 2010.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Suzuki Kizashi									
	08	09	10	11	12	13	14	15	16	17
Engine, Major			*	*	*					
Engine Minor			*	*	*					
Engine Cooling			*	*	*					
Trans. Major			*	*	*					
Trans. Minor			*	*	*					
Drive System			*	*	*					
Fuel System			*	*	*					
Electrical			*	*	*					
Climate Syst.			*	*	*					
Suspension			*	*	*					
Brakes			*	*	*					
Exhaust			*	*	*					
Paint/Trim			*	*	*					
Noises & Leaks			*	*	*					
Body Hardware			*	*	*					
Power Equip.			*	*	*					
In-Car Electr.			*	*	*					
Used-Car			*	*	*					

Prices

2008	-
2009	-
2010	$4,200 - $5,700
2011	$4,900 - $6,800
2012	$5,900 - $7,800
2013	$6,800 - $10,300
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	Good	▲▲/▲▲	▲▲/▲▲
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Suzuki SX4

The SX4 comes as a small hatchback with SUV-like styling or a tall little four-door sedan. It's a much nicer car than the Aerio it replaced. All-wheel drive is standard on the hatchback; the sedan is only front-wheel drive. The all-wheel-drive system has three settings: front-wheel drive for supposedly better fuel economy; auto; and lock for better traction on slippery surfaces. The SX4 has easy cabin access and good visibility. It seats five, with modest cargo space behind the folding rear seats. The 2.0-liter, 143-hp, four-cylinder engine drones on the highway and delivers slow acceleration. Handling is fairly nimble, but the ride is stiff. For the first few years, electronic stability control was available only with the well-equipped Touring package. The Suzuki brand was discontinued after the 2013 model year.

Redesign/Freshening: 2007.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2012.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Suzuki SX4									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*				
Engine Minor	*	*	*	*	*	*				
Engine Cooling	*	*	*	*	*	*				
Trans. Major	*	*	*	*	*	*				
Trans. Minor	*	*	*	*	*	*				
Drive System	*	*	*	*	*	*				
Fuel System	*	*	*	*	*	*				
Electrical	*	*	*	*	*	*				
Climate Syst.	*	*	*	*	*	*				
Suspension	*	*	*	*	*	*				
Brakes	*	*	*	*	*	*				
Exhaust	*	*	*	*	*	*				
Paint/Trim	*	*	*	*	*	*				
Noises & Leaks	*	*	*	*	*	*				
Body Hardware	*	*	*	*	*	*				
Power Equip.	*	*	*	*	*	*				
In-Car Electr.	*	*	*	*	*	*				
Used-Car	*	*	*	*	*	*				

Prices

2008	$3,800 - $4,600
2009	$3,800 - $5,000
2010	$4,000 - $7,500
2011	$4,300 - $6,700
2012	$4,800 - $7,800
2013	$6,600 - $9,200
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	▲/▲	▲/▲
2009	Good	▲/▲	▲/▲
2010	Good	▲/▲	▲/▲
2011	Good	NT	NT
2012	Good	▲/!	▲/▼
2013	Good	▲/!	▲/▼
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Tesla Model S

The Tesla Model S is a four-door luxury sports car that happens also to be an electric vehicle. A large, low-slung hatchback, it easily seats five, or seven in a pinch with the optional rear-facing jump seats. With its optional 85 kWh battery the Tesla can travel between 180 and 225 miles per charge, at least twice as far as other electrics. It can be fully charged in as little as five hours. Performance is exceptional, with thrilling acceleration, pinpoint handling, and a steady ride. A huge center touchscreen controls nearly all accessory functions. Drawbacks include tight access and restricted visibility. All-wheel drive versions were added in 2014, along with an optional suite of advanced features.

Redesign/Freshening: 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Rear.

Reliability History

Trouble Spots	Tesla Model S									
	08	09	10	11	12	13	14	15	16	17
Engine, Major					▲▲	▲	▲▲	▲▲	▲▲	▲▲
Engine Minor					▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Engine Cooling					▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Trans. Major					▲	▲▲	▲▲	▲▲	▲▲	▲▲
Trans. Minor					▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Drive System					▼▼	▼▼	▼▼	▲▲	▲	▲▲
Fuel System					▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Electrical					▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Climate Syst.					▲▲	!	▲	▲▲	▲▲	▲▲
Suspension					▲▲	▲	▲	▲▲	▲	▲▲
Brakes					▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Exhaust					▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Paint/Trim					▼▼	▲▲	▲▲	▲	▲	!
Noises & Leaks					▲▲	▼	▼▼	▲	▲	▲
Body Hardware					▲	▲	▲	▲	▲	▲
Power Equip.					▲	▼	!	▲	▲▲	▲▲
In-Car Electr.					▼▼	▼▼	▲	▲	▼	▲
Used-Car					!	▼▼	▼	▲	!	!

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	$42,500 - $49,100
2015	$56,200 - $73,300
2016	$65,300 - $85,000
2017	$74,500 - $112,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	NT	NT	NT
2013	NT	▲/▲	▲/▲
2014	NT	▲/▲	▲/▲
2015	NT	▲/▲	▲/▲
2016	Good	NT	NT
2017	Good	NT	NT

WORSE — BETTER

Toyota 4Runner ✔ Good Bet

Among conventional, full-frame SUVs, the 4Runner was better than most peers, and especially suited for serious off-roading. Mid-2000 models offered smooth V6 or V8 engines as well as a small third-row seat. Fuel economy was so-so, but the cabin was well finished and quiet. The 2010 redesign felt like a step backwards. The unsettled ride, mediocre handling, cheap interior, high-step-in, and low ceiling left us unimpressed. Limited trim versions have a sports suspension with somewhat better control but a stiffer ride. The 4.0-liter V6 engine is powerful but roars when accelerating. 18 mpg overall is decent for this brick-shaped SUV. Controls are simple, with big buttons and knobs, but the radio touchscreen is relatively small.

Redesign/Freshening: 2003, 2010.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Toyota 4Runner								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Minor	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Cooling	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏫	⏬	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Drive System	⏸	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Fuel System	⏫	⏬	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Electrical	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Climate Syst.	🔼	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Suspension	⏫	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Brakes	🔼	⏬	⏸	🔼	⏫	⏫	⏫	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	🔼	🔼	🔼	⏸	⏫	⏫	⏫	⏫	🔼	⏫
Noises & Leaks	⏫	⏫	⏸	🔼	🔼	⏫	🔼	⏫	🔼	⏫
Body Hardware	🔼	🔼	⏫	🔼	🔼	⏫	⏫	⏫	🔼	⏫
Power Equip.	🔼	🔼	🔼	🔼	🔼	⏫	🔼	⏸	⏫	⏫
In-Car Electr.	⏸	⏫	⏸	🔼	⏬	⏫	⏬	⏸	🔼	⏫
Used-Car	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫

Prices

2008	$11,500 - $16,100
2009	$13,800 - $19,600
2010	$18,000 - $21,800
2011	$18,900 - $23,700
2012	$20,800 - $26,500
2013	$23,600 - $28,800
2014	$25,100 - $33,300
2015	$27,300 - $39,400
2016	$29,500 - $42,500
2017	$30,400 - $43,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	🔼/🔼	⏫/⏫
2009	Good	🔼/🔼	⏫/⏫
2010	Good	⏫/🔼	⏫/⏫
2011	Good	NT	NT
2012	Good	🔼/⏸	⏫/⏫
2013	Good	🔼/⏸	⏫/⏫
2014	Good	🔼/⏸	⏫/⏫
2015	Good	🔼/⏸	⏫/⏫
2016	Good	🔼/⏸	⏫/⏫
2017	Good	🔼/⏸	⏫/⏫

Toyota Avalon ✔ Good Bet

The Avalon has always been a well-executed large sedan, essentially a stretched Camry with more upscale features. High points include the silky-smooth powertrain, Lexus-like road isolation, and generous accommodations. Earlier Avalons came with a suspension that tended to float too much at highway speeds, except in the Touring version. 2008 brought a six-speed automatic. Updates for 2011 changed little about the basic package, which remains a smooth, quiet, spacious and comfortable cruiser. A redesign and a hybrid version arrived for 2013; the hybrid returned 36-mpg overall. Handling was improved but the cushy ride was stiffened too much, especially on versions with the 18-inch tires, robbing from the car's previous relaxed character. A 2016 update improved the ride.

Redesign/Freshening: 2005, 2013.
Safety Equipment: ABS, and side and head protection air bags standard. ESC available, standard from 2009.
Drive Wheels: Front.

Reliability History

Trouble Spots	Toyota Avalon								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Minor	⏫	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Cooling	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Drive System	🔼	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Fuel System	⏫	🔼	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Electrical	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Climate Syst.	🔼	⏫	🔼	⏫	🔼	⏫	⏫	⏫	⏫	⏫
Suspension	🔼	⏸	🔼	🔼	⏫	⏫	⏫	⏫	⏫	⏫
Brakes	🔼	🔼	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	🔼	⏸	⏸	⏫	🔼	🔼	⏫	⏫	⏫	⏫
Noises & Leaks	⏫	🔼	⏫	⏫	⏫	⏸	🔼	⏫	⏫	⏫
Body Hardware	⏫	⏫	⏫	⏫	🔼	⏫	⏫	⏫	⏫	⏫
Power Equip.	⏬	⏬	⏸	🔼	⏸	🔼	🔼	🔼	⏫	⏫
In-Car Electr.	🔼	⏬	⏬	⏸	🔼	🔼	🔼	⏬	🔼	⏫
Used-Car	⏫	🔼	⏫	⏫	⏫	⏫	⏫	🔼	⏫	⏫

Prices

2008	$7,800 - $8,600
2009	$8,400 - $9,800
2010	$9,000 - $10,900
2011	$11,700 - $12,200
2012	$13,000 - $14,300
2013	$14,900 - $18,400
2014	$17,000 - $20,900
2015	$18,900 - $23,700
2016	$20,900 - $27,400
2017	$23,400 - $30,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	🔼/🔼	⏫/⏫
2009	Good	🔼/🔼	⏫/⏫
2010	Good	🔼/🔼	⏫/⏫
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	🔼/🔼	⏫/⏫
2014	Good	🔼/🔼	⏫/⏫
2015	Good	🔼/🔼	⏫/⏫
2016	Good	🔼/🔼	⏫/⏫
2017	Good	🔼/🔼	⏫/⏫

Toyota Camry ✔ Good Bet

The Camry's 2007 redesign brought a four-cylinder hybrid version that returned 34 mpg overall in our testing. The 3.5-liter V6 got 23 mpg overall, just 1 less than the four-cylinder. The car is roomy inside, but some cabin materials feel cheap. The 2010 four-cylinder paired with the six-speed automatic got 26 mpg overall. The 2012 redesign made handling more responsive and improved interior quality. Drawbacks include a somewhat convoluted touchscreen radio, and a Poor score in the IIHS small overlap crash test for 2012-14 models. Look for a 2014.5 or later Camry, which scored better. The Camry is an excellent used car choice for its well-rounded capability, roomy interior, excellent visibility all around, and comfortable ride. Year over year the Camry delivers outstanding reliability.

Redesign/Freshening: 2007, 2012, 2018.
Safety Equipment: ABS, and side and head protection air bags standard. ESC available, standard from 2010.
Drive Wheels: Front.

Reliability History

Trouble Spots	Toyota Camry								
	08	09	10	11	**12**	13	14	15	16	17
Engine, Major	⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Engine Minor	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Engine Cooling	⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Trans. Major	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Trans. Minor	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Drive System	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Fuel System	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Electrical	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Climate Syst.	⌃	⌃⌃	⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Suspension	!	⌃	⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Brakes	⌃	⌃	!	!	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Exhaust	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Paint/Trim	!	⌃	!	⌃⌃	⌃	⌃	⌃	⌃⌃	⌃⌃	⌃⌃
Noises & Leaks	⌃	⌃	⌃	⌃	⌃	⌃	⌃	⌃	⌃⌃	⌃⌃
Body Hardware	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Power Equip.	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
In-Car Electr.	⌃	⌃	⌃⌃	⌃⌃	⌃	⌃⌃	⌃	!	⌃	⌃⌃
Used-Car	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃

Prices

2008	$6,500 - $7,600
2009	$6,700 - $8,500
2010	$7,400 - $9,300
2011	$8,300 - $10,500
2012	$9,300 - $12,200
2013	$10,300 - $13,700
2014	$12,000 - $16,500
2015	$14,200 - $19,700
2016	$15,500 - $21,800
2017	$17,400 - $21,900

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⌃⌃/⌃⌃	⌃⌃/⌃⌃
2009	Good	⌃⌃/⌃⌃	⌃⌃/⌃⌃
2010	Good	⌃⌃/⌃⌃	⌃⌃/⌃⌃
2011	Good	⌃/⌄	⌃⌃/⌃
2012	Good	⌃⌃/⌃	⌃⌃/⌃⌃
2013	Good	⌃⌃/⌃	⌃⌃/⌃⌃
2014	Good	⌃/⌃⌃	⌃⌃/⌃⌃
2015	Good	⌃/⌃⌃	⌃⌃/⌃⌃
2016	Good	⌃/⌃⌃	⌃⌃/⌃⌃
2017	Good	⌃/⌃⌃	⌃⌃/⌃⌃

Toyota Corolla ✔ Good Bet

Historically, the Corolla has usually hit the sweet spot of practical size, good performance and ironclad reliability. Very good fuel economy, has always been a strong suit. The cabin is fairly quiet except for some engine noise at high revs. Among the older models, look for one with the optional curtain air bags. Without them the Corolla got a poor in the IIHS side-crash test. The Corolla was redesigned for 2009, when it grew a bit larger and acquired a much quieter and even more economical 1.8-liter four-cylinder. Redesigned for 2014, the Corolla returned a frugal 32 mpg overall. Despite the bump in size, the Corolla remains small enough for easy maneuvering and parking.

Redesign/Freshening: 2003, 2009, 2014.
Safety Equipment: ABS, and side and Head protection air bags available, standard from 2009. ESC available, standard from 2010.
Drive Wheels: Front.

Reliability History

Trouble Spots	Toyota Corolla								
	08	**09**	10	11	12	13	**14**	15	16	17
Engine, Major	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Engine Minor	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Engine Cooling	⌃⌃	!	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Trans. Major	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Trans. Minor	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Drive System	⌃⌃	⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Fuel System	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Electrical	⌃⌃	!	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Climate Syst.	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Suspension	⌃⌃	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Brakes	⌃	⌃	⌃	⌄	⌄	!	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Exhaust	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Paint/Trim	⌄⌄	⌄⌄	!	⌃	⌃⌃	⌃	⌃⌃	⌃	⌃⌃	⌃⌃
Noises & Leaks	!	⌃	⌃	⌃	⌃	⌃	⌃⌃	⌃	⌃⌃	⌃⌃
Body Hardware	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃
Power Equip.	⌃⌃	⌃⌃	⌃⌃	⌃	⌃	⌃⌃	⌃⌃	⌃	⌃⌃	⌃⌃
In-Car Electr.	⌃	⌃⌃	!	⌃	⌃	⌃	⌃⌃	⌃	⌃⌃	⌃⌃
Used-Car	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃	⌃⌃

Prices

2008	$5,500 - $6,200
2009	$6,400 - $7,500
2010	$6,800 - $8,300
2011	$7,300 - $8,500
2012	$8,200 - $9,500
2013	$9,000 - $10,500
2014	$11,000 - $12,400
2015	$11,800 - $15,500
2016	$12,700 - $15,200
2017	$14,700 - $17,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⌃⌃/⌃⌃	⌃/⌃
2009	Good	⌃/⌃	⌃⌃/⌃
2010	Good	⌃/⌃	⌃⌃/⌃
2011	Good	⌃⌃/⌃	⌃⌃/⌄
2012	Good	⌃⌃/⌃	⌃⌃/⌃⌃
2013	Good	⌃⌃/⌃	⌃⌃/⌃⌃
2014	Good	⌃⌃/⌃	⌃⌃/⌃⌃
2015	Good	⌃⌃/⌃⌃	⌃⌃/⌃⌃
2016	Good	⌃⌃/⌃	⌃⌃/⌃⌃
2017	Good	⌃⌃/⌃	⌃⌃/⌃⌃

WORSE — BETTER

Toyota FJ Cruiser

The FJ's styling echoes the rugged early FJ40 Land Cruisers from decades ago. While its off-road prowess is superb, the FJ is full of compromises. Visibility is horrendous, and the rear-hinged rear doors provide poor cabin access and are difficult to close. The FJ has clumsy handling and can be disconcerting at its limits, although the standard stability control keeps it secure enough. The ride is compliant but jiggly. Wind noise dominates the cabin. The V6 powertrain is smooth and punchy, but returned just 17 mpg overall. 2014 was its last year.

Redesign/Freshening: 2007.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Toyota FJ Cruiser								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	*	*	*	*	*	⏫			
Engine Minor	⏫	*	*	*	*	*	🔼			
Engine Cooling	⏫	*	*	*	*	*	⏫			
Trans. Major	🔼	*	*	*	*	*	⏫			
Trans. Minor	🔼	*	*	*	*	*	🔼			
Drive System	🔼	*	*	*	*	*	⏫			
Fuel System	⏫	*	*	*	*	*	🔼			
Electrical	⏫	*	*	*	*	*	⏫			
Climate Syst.	⏫	*	*	*	*	*	⏫			
Suspension	⏫	*	*	*	*	*	⏫			
Brakes	⏫	*	*	*	*	*	⏫			
Exhaust	🔼	*	*	*	*	*	🔼			
Paint/Trim	🔼	*	*	*	*	*	⏫			
Noises & Leaks	⏫	*	*	*	*	*	❗			
Body Hardware	🔼	*	*	*	*	*	🔼			
Power Equip.	⏫	*	*	*	*	*	⏫			
In-Car Electr.	⏫	*	*	*	*	*	⏬			
Used-Car	⏫	*	*	*	*	*	⏫			

Prices

2008	$13,600 - $15,600
2009	$15,300 - $17,300
2010	$17,800 - $19,800
2011	$20,000 - $22,000
2012	$22,200 - $24,300
2013	$26,200 - $28,300
2014	$29,200 - $31,200
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/🔼	⏫/⏫
2009	Good	⏫/🔼	⏫/⏫
2010	Good	⏫/🔼	⏫/⏫
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	-	-	-
2016	-	-	-
2017	-	-	-

Toyota Highlander ✔ Good Bet

The Highlander, a midsized car-based SUV, has long been an excellent choice, a tad roomier and less costly than its Lexus RX sibling. It's available with front- or all-wheel drive, and either a V6 or four-cylinder engine. Quiet, roomy, and relaxing to drive, the Highlander has always had a smooth powertrain, comfortable ride, and easy-to-use controls. A third-row seat was available. A hybrid version debuted for the 2006 model year. For 2008 the Highlander was redesigned. It grew larger, and got a more powerful 3.5-liter V6 and a roomier third-row seat. For 2011 the Hybrid got that V6 and so equipped averaged 27 mpg in our tests. The redesigned 2014 model got edgier styling and a fuel economy boost for the V6 model from 18 mpg to 20 mpg. The Hybrid fell to 25 mpg, which is still good but not the standout it once was.

Redesign/Freshening: 2008, 2014.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Toyota Highlander								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Minor	❗	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Cooling	❗	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Drive System	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Fuel System	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Electrical	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Climate Syst.	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Suspension	🔼	⏫	🔼	🔼	⏫	⏫	⏫	⏫	⏫	⏫
Brakes	❗	🔼	🔼	🔼	⏫	⏫	🔼	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	🔼	❗	🔼	❗	⏫	🔼	⏫	⏫	⏫	⏫
Noises & Leaks	🔼	🔼	❗	🔼	🔼	🔼	⏫	⏫	⏫	⏫
Body Hardware	⏫	🔼	❗	❗	🔼	⏫	🔼	⏫	⏫	⏫
Power Equip.	⏫	🔼	❗	🔼	🔼	🔼	❗	🔼	⏫	⏫
In-Car Electr.	❗	🔼	❗	🔼	🔼	🔼	⏬	⏬	❗	🔼
Used-Car	🔼	⏫	⏫	⏫	⏫	⏫	🔼	⏫	⏫	⏫

Prices

2008	$9,200 - $13,000
2009	$10,300 - $14,000
2010	$11,400 - $15,600
2011	$12,700 - $18,600
2012	$14,900 - $21,700
2013	$16,500 - $26,300
2014	$21,200 - $32,600
2015	$22,700 - $36,100
2016	$25,200 - $40,400
2017	$28,000 - $41,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/🔼	⏫/⏫
2009	Good	⏫/🔼	⏫/⏫
2010	Good	⏫/🔼	⏫/⏫
2011	Good	🔼/🔼	⏫/⏫
2012	Good	🔼/🔼	⏫/⏫
2013	Good	🔼/🔼	⏫/⏫
2014	Good	🔼/⏫	⏫/⏫
2015	Good	🔼/⏫	⏫/⏫
2016	Good	🔼/⏫	⏫/⏫
2017	Good	🔼/⏫	⏫/⏫

Toyota Land Cruiser

The big, full-frame Land Cruiser's smooth V8 provides muscular acceleration and its independent front suspension aids the handling, sound if not agile, and ride, which is comfortable and composed. The interior is roomy, quiet, and well finished. The 4WD system is permanently engaged, a major safety advantage. Good off-road performance is a strong suit. The 50/50 split third-row seats fold up against the bulkhead rather than into the floor, thus robbing some cargo space. And this third-row is cramped, especially given the SUV's rather large size. A 2008 redesign brought the powerful but thirsty 5.7-liter V8 used in the Tundra. Expect just 14 mpg overall. The chunky SUV proved clumsy but ultimately secure at its limits, with the stability-control system working hard to keep it on course.

Redesign/Freshening: 2008.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD.

Reliability History

Trouble Spots	Toyota Land Cruiser									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*
Used-Car	*	*	*	*	*	*	*	*	*	*

Prices

2008	$28,000 - $30,800
2009	$31,500 - $34,300
2010	$33,000 - $35,800
2011	$36,500 - $39,700
2012	-
2013	$46,700 - $50,100
2014	$50,800 - $54,300
2015	$56,600 - $60,200
2016	$62,600 - $66,700
2017	$72,800 - $77,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Toyota Matrix ✔ Good Bet

This Corolla-based small wagon is available with either front- or all-wheel drive. The 1.8-liter four-cylinder drones loudly and performs modestly. XRS models use a more powerful engine and come only with a six-speed manual and FWD. Handling is fairly nimble, and the ride is compliant if a little jittery. Access is very easy, and the rear seat is quite roomy. The optional AWD system works well but hurts acceleration and fuel economy. Folding the rear seats creates a large, flat load floor. The Matrix was redesigned for 2009 with more powerful engines and readily available ESC. The ride isn't harsh, but it doesn't feel steady, even on the highway. Hard plastics make the interior feel cheap. Some edges aren't well finished, and the headliner looks like cardboard. 2013 was the final year for the Matrix.

Redesign/Freshening: 2003, 2009.
Safety Equipment: ABS, and side and head protection air bags available, standard from 2009. ESC available, standard from 2010.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Toyota Matrix									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	⏫	⏫	*	*	*				
Engine Minor	!	🔼	⏫	*	*	*				
Engine Cooling	⏫	⏫	⏫	*	*	*				
Trans. Major	⏫	⏫	⏫	*	*	*				
Trans. Minor	⏫	⏫	🔼	*	*	*				
Drive System	⏫	⏫	🔼	*	*	*				
Fuel System	!	⏫	⏫	*	*	*				
Electrical	⏫	⏫	🔼	*	*	*				
Climate Syst.	⏫	⏫	⏫	*	*	*				
Suspension	⏫	🔼	⏫	*	*	*				
Brakes	🔼	🔽	🔼	*	*	*				
Exhaust	🔼	⏫	⏫	*	*	*				
Paint/Trim	⏬	⏬	!	*	*	*				
Noises & Leaks	!	🔼	⏫	*	*	*				
Body Hardware	⏫	🔼	⏫	*	*	*				
Power Equip.	⏫	🔼	🔼	*	*	*				
In-Car Electr.	🔼	🔼	🔼	*	*	*				
Used-Car	⏫	🔼	⏫	*	*	*				

Prices

2008	$5,600 - $6,300
2009	$6,400 - $7,800
2010	$7,200 - $8,800
2011	$7,800 - $9,600
2012	$8,400 - $10,400
2013	$9,400 - $11,700
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⏫/🔼	!/🔼
2009	Good	⏫/⏫	⏫/🔼
2010	Good	⏫/⏫	⏫/🔼
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Toyota Prius

✔ Good Bet

The redesigned 2010 Prius had an improved driving position, and used a little bigger engine, with no difference in performance. This generation returned 44 mpg overall in our tests. It automatically switches between its electric motor and gasoline engine, and can drive at low speeds on electric power alone. The ride is firm but compliant, and handling is responsive, if not particularly agile. Some controls are complicated. The plug-in version returned an electric range of about 12 miles. While the battery was charged, we measured 67 mpg overall, but mileage dropped to 43 when driving on gas alone. The redesigned 2016 model got an incredible 52 mpg overall in our tests. It also handles more responsively and rides more comfortably than the previous generation. But cabin access is worse thanks to the lower stance and the cloth seats are chintzy.

Redesign/Freshening: 2004, 2010, 2016.
Safety Equipment: [ABS, ESC, and side and head protection airbags are standard.
Drive Wheels: [Front.

Reliability History

Trouble Spots	Toyota Prius								
	08	09	**10**	11	12	13	14	15	**16**	17
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	↑	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Suspension	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Brakes	⇈	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	!	!	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Noises & Leaks	↑	⇈	↑	⇈	⇈	↑	⇈	↑	↑	⇈
Body Hardware	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Power Equip.	!	!	↑	!	↑	↑	⇈	⇈	⇈	⇈
In-Car Electr.	↑	!	!	↑	↑	↑	↑	↑	↑	⇈
Used-Car	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈

Prices

2008	$6,500 - $6,500
2009	$7,200 - $7,200
2010	$8,900 - $8,900
2011	$9,600 - $9,600
2012	$10,900 - $13,400
2013	$12,700 - $14,200
2014	$14,600 - $15,800
2015	$15,700 - $17,600
2016	$19,600 - $21,200
2017	$20,000 - $24,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/↑	⇈/↑
2009	Good	⇈/↑	⇈/↑
2010	Good	⇈/↑	⇈/↑
2011	Good	⇈/↑	⇈/⇈
2012	Good	⇈/↑	⇈/⇈
2013	Good	⇈/↑	⇈/⇈
2014	Good	↑/↑	⇈/⇈
2015	Good	↑/↑	⇈/⇈
2016	Good	↑/↑	⇈/⇈
2017	Good	↑/↑	⇈/⇈

Toyota Prius C

The Prius C hatchback provides an affordable, smaller alternative for those who want a Toyota hybrid for a little less money than the Prius. But its harsh ride, noisy engine and cabin, and slow acceleration make it feel more like an econobox than a sophisticated hybrid. It gets very good city fuel economy, 37 mpg, but its overall 43 mpg falls 1 mpg short of the larger 2010-2015 Prius. The interior is full of cheap-looking materials, the driving position and rear seats are cramped, and there's not much cargo space. At least the C's tiny dimensions and easy parking make it a natural for urban driving. Forward collision warning and automatic emergency braking became standard for 2017.

Redesign/Freshening: 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Toyota Prius C									
	08	09	10	11	**12**	13	14	15	16	17
Engine, Major					⇈	⇈	⇈	⇈	⇈	*
Engine Minor					⇈	⇈	⇈	⇈	⇈	*
Engine Cooling					⇈	⇈	⇈	⇈	⇈	*
Trans. Major					⇈	⇈	⇈	⇈	⇈	*
Trans. Minor					⇈	⇈	⇈	⇈	⇈	*
Drive System					⇈	⇈	⇈	⇈	⇈	*
Fuel System					⇈	⇈	⇈	⇈	⇈	*
Electrical					⇈	⇈	⇈	⇈	⇈	*
Climate Syst.					⇈	⇈	⇈	⇈	⇈	*
Suspension					⇈	⇈	⇈	⇈	⇈	*
Brakes					⇈	⇈	⇈	⇈	⇈	*
Exhaust					⇈	⇈	⇈	⇈	⇈	*
Paint/Trim					↑	↑	⇈	⇈	⇈	*
Noises & Leaks					⇈	↑	⇈	↑	⇈	*
Body Hardware					↑	⇈	⇈	⇈	⇈	*
Power Equip.					↑	↑	⇈	⇈	⇈	*
In-Car Electr.					↑	!	⇈	↑	↑	*
Used-Car					⇈	⇈	⇈	⇈	⇈	*

Prices

2008	-
2009	-
2010	-
2011	-
2012	$8,800 - $10,300
2013	$10,200 - $11,700
2014	$11,800 - $13,400
2015	$13,200 - $14,800
2016	$14,600 - $15,200
2017	$16,400 - $18,900

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	Good	NT	NT
2013	Good	↑/↑	↑/↑
2014	Good	↑/↑	↑/↑
2015	Good	↑/↑	↑/↑
2016	Good	↑/↑	↑/↑
2017	Good	↑/↑	↑/↑

Toyota Prius V ✔ Good Bet

This wagon version of the Prius offers a very roomy rear seat and a generous cargo area. It's about the size of a Mazda5 but seats just five. The extra weight and bigger profile take a small toll on fuel economy, but the V still got an excellent 41 mpg overall in our tests. Despite lower gearing, the electric motor and engine have to work fairly hard, especially when the car is loaded. It drives similarly to the standard Prius, but handling isn't exactly agile. A chair-like seating position, low sills, and big windows combine to make the Prius V feel open and airy. The standard backup camera is a welcome feature. A weight-saving plastic moonroof is optional.

Redesign/Freshening: 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Toyota Prius V								
	08	09	10	11	12	13	14	15	16	17
Engine, Major					⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor					⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling					⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major					⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor					⇈	⇈	⇈	⇈	⇈	⇈
Drive System					⇈	⇈	⇈	⇈	⇈	⇈
Fuel System					⇈	⇈	⇈	⇈	⇈	⇈
Electrical					⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.					⇈	⇈	⇈	⇈	⇈	⇈
Suspension					⇈	⇈	⇈	⇈	⇈	⇈
Brakes					⇑	⇈	⇈	⇈	⇈	⇈
Exhaust					⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim					⇈	⇈	⇈	⇑	⇈	⇈
Noises & Leaks					⇈	⇑	⇈	⇈	⇈	⇈
Body Hardware					⇈	⇈	⇈	⇈	⇈	⇈
Power Equip.					⇑	⇈	⇈	⇑	⇈	⇈
In-Car Electr.					!	⇑	⇑	⇊	⇑	⇈
Used-Car					⇈	⇈	⇈	⇈	⇈	⇈

Prices

2008	-
2009	-
2010	-
2011	-
2012	$12,500 - $14,400
2013	$14,100 - $16,000
2014	$16,900 - $18,800
2015	$18,800 - $20,700
2016	$21,700 - $23,700
2017	$23,700 - $26,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	Good	NT	NT
2013	Good	⇈/⇑	⇈/⇈
2014	Good	⇈/⇑	⇈/⇈
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Toyota RAV4 ✔ Good Bet

The RAV4 delivers agility, easy access, and good fuel economy. The 2006 redesign brought more space, an available third-row seat, and a V6. The V6 averaged 22 mpg in our tests while the four-cylinder got 23. A 2013 redesign offered just a 2.5-liter four-cylinder and six-speed automatic, which returned 24 mpg overall. Handling is nimble and secure, although the ride is firm. The cabin features clear, intuitive controls but some cheap details are apparent. The redesign also did away with the awkward side-hinged rear gate, replaced by a more convenient top-hinged hatch. Freshened for 2016, a hybrid version that delivered impressive fuel economy was offered. Look for a 2015 or newer RAV4, because 2013-2014 RAV4s got a Poor in the IIHS small-overlap crash test.

Redesign/Freshening: 2006, 2013, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Toyota RAV4								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	⇈	⇈	⇈	⇑	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	⇑	!	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	⇈	⇑	⇑	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	⇈	⇈	⇈	⇑	⇈	⇈	⇈	⇈	⇈	⇈
Suspension	!	!	!	!	⇑	⇈	⇈	⇈	⇈	⇈
Brakes	⇑	!	!	⇓	⇓	⇑	⇈	⇈	⇈	⇈
Exhaust	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇑	!	⇑	!	⇈	⇈	⇈	⇈	⇈	⇈
Noises & Leaks	!	⇑	!	!	⇑	⇑	⇈	⇑	⇈	⇈
Body Hardware	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Power Equip.	⇈	⇈	⇈	⇈	⇈	⇑	⇑	⇈	⇑	⇈
In-Car Electr.	⇈	⇈	!	⇑	⇑	!	⇑	⇑	⇈	⇈
Used-Car	⇑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈

Prices

2008	$7,200 - $9,700
2009	$7,700 - $11,100
2010	$8,500 - $12,000
2011	$9,800 - $14,200
2012	$11,100 - $16,100
2013	$13,700 - $18,300
2014	$14,900 - $20,200
2015	$16,000 - $22,700
2016	$18,200 - $27,700
2017	$20,000 - $29,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇑	⇈/⇈
2009	Good	⇈/⇑	⇈/⇈
2010	Good	⇈/⇑	⇈/⇈
2011	Good	⇑/⇓	⇈/!
2012	Good	⇑/⇑	⇈/⇈
2013	Good	⇑/⇑	⇈/⇈
2014	Good	⇑/!	⇈/⇈
2015	Good	⇑/⇑	⇈/⇈
2016	Good	⇑/⇑	⇈/⇈
2017	Good	⇑/⇑	⇈/⇈

WORSE — BETTER

Toyota Sequoia ✔ Good Bet

Based on the Tundra pickup, the Sequoia shares its refined V8 powertrain. This big SUV has an available full-time 4WD system, as well as a third-row seat to accommodate up to eight passengers. While roomier than the Land Cruiser, it doesn't ride as comfortably and has a less sophisticated 4WD system. In 2008 the Sequoia was redesigned on the renewed Tundra platform. A six-speed automatic and 5.7-liter V8 were added. This combo returned 15 mpg overall in our tests. The roomy third-row seats fold flat into the floor. The 4.7-liter V8 was replaced by a 310-hp 4.6-liter in 2010. This model rides better than the old Sequoia but still feels truckish, and handling is clumsy. A monster 381-hp, 5.7-liter V8 was also available, producing very quick acceleration. Fuel economy is respectable for its class, but overall it isn't great.

Redesign/Freshening: 2008.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Toyota Sequoia									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	*	⇈	↑	*	⇈	⇈	⇈	⇈	*
Engine Minor	⇈	*	↑	↑	*	⇈	⇈	⇈	⇈	*
Engine Cooling	–	*	⇈	⇈	*	⇈	⇈	⇈	⇈	*
Trans. Major	⇈	*	⇈	⇈	*	⇈	⇈	⇈	⇈	*
Trans. Minor	⇈	*	⇈	⇈	*	⇈	⇈	⇈	⇈	*
Drive System	↑	*	↑	⇈	*	⇈	⇈	⇈	⇈	*
Fuel System	⇈	*	⇈	–	*	↑	⇈	⇈	↑	*
Electrical	–	*	⇈	⇈	*	⇈	↑	⇈	⇈	*
Climate Syst.	↑	*	⇈	↓	*	↓	⇈	⇈	⇈	*
Suspension	⇈	*	⇈	⇈	*	⇈	⇈	↑	↑	*
Brakes	–	*	–	⇈	*	⇊	⇈	–	↑	*
Exhaust	⇈	*	⇈	⇈	*	⇈	⇈	⇈	⇈	*
Paint/Trim	–	*	↑	⇊	*	⇈	⇈	⇈	⇈	*
Noises & Leaks	↑	*	⇈	↑	*	↑	↑	⇈	⇈	*
Body Hardware	–	*	⇊	⇊	*	⇈	⇈	↑	⇈	*
Power Equip.	↑	*	↑	↑	*	⇈	⇈	⇈	⇈	*
In-Car Electr.	↓	*	⇈	⇈	*	↑	⇊	↑	–	*
Used-Car	↑	*	↑	↑	*	⇈	⇈	⇈	⇈	*

Prices

2008	$13,300 - $20,000
2009	$15,400 - $21,700
2010	$17,000 - $22,600
2011	$20,100 - $27,700
2012	$22,400 - $31,100
2013	$26,100 - $35,500
2014	$28,100 - $41,700
2015	$30,000 - $45,300
2016	$34,000 - $52,500
2017	$38,600 - $57,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⇈/↑	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT

Toyota Sienna

The Sienna has always had a quiet, composed ride and refined powertrains. The front- and middle-row seats are comfortable; the third row is hard to access. Cargo space in earlier models was less generous than in larger competitors. Fuel economy from the smooth, strong V6 was a relatively good 19 mpg. Handling was responsive and secure but less agile than the Honda Odyssey. AWD models came with run-flat tires for a time but they were said to be prone to fast wear. The 2011 redesign has some good points but interior quality and noise isolation took a step backward. The 3.5-liter V6 is lively and returns a respectable 20-mpg overall in our tests, while the AWD version sacrifices just 1 mpg.

Redesign/Freshening: 2004, 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Toyota Sienna									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	–	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	–	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Drive System	↑	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	↓	–	↑	↑	↑	⇈	⇈	⇈	⇈	⇈
Suspension	–	↓	↑	↑	↑	↑	⇈	⇈	⇈	⇈
Brakes	–	↓	↓	↑	–	↑	⇈	⇈	⇈	⇈
Exhaust	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	–	–	↓	–	–	↑	⇈	⇈	⇈	⇈
Noises & Leaks	–	↑	↑	–	–	–	↑	–	–	↑
Body Hardware	↓	↓	–	↓	–	↑	↑	⇈	⇈	⇈
Power Equip.	↑	–	⇈	↓	–	↑	↑	↑	–	↑
In-Car Electr.	↓	⇈	↑	↓	↑	↑	–	↓	–	↑
Used-Car	–	↑	↑	↑	↑	⇈	⇈	↑	↑	–

Prices

2008	$6,900 - $8,900
2009	$7,400 - $10,400
2010	$8,000 - $11,800
2011	$10,300 - $15,600
2012	$11,300 - $18,300
2013	$13,900 - $21,300
2014	$15,900 - $22,900
2015	$18,300 - $30,600
2016	$21,000 - $31,900
2017	$23,500 - $35,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	↑/⇈	⇈/⇈
2009	Good	↑/⇈	⇈/⇈
2010	Good	↑/⇈	⇈/⇈
2011	Good	⇈/↓	⇈/⇈
2012	Good	⇈/–	⇈/⇈
2013	Good	⇈/–	⇈/⇈
2014	Good	⇈/–	⇈/⇈
2015	Good	⇈/↑	⇈/⇈
2016	Good	⇈/↑	⇈/⇈
2017	Good	⇈/↑	⇈/⇈

Toyota Tacoma

This reliable but hard-riding workhorse holds its value surprisingly well, making bargain-priced used Tacomas hard to find. Two four-cylinder engines are offered, along with the more desirable 3.4-liter V6. The ride is pretty terrible, bucking and jittering constantly on anything but smooth pavement. Stopping distances are long on models without antilock brakes. The cabin's high floor and low roof make access tricky and compromise the driving position. Later models offered a 4.0-liter V6, which provided strong performance and competitive fuel economy. But the ride was still stiff and the driving position uncomfortable. Payload capacity is relatively small, but the TRD-equipped trucks are excellent off-road. The 2016 redesign included a more-efficient 3.5-liter V6 paired with a six-speed automatic.

Redesign/Freshening: 2005, 2016.
Safety Equipment: ABS standard. ESC and side and head protection air bags available, standard from 2009.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Toyota Tacoma								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Minor	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Cooling	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏫	🔼	🔼	⏫	⏫	⏫	⏫	⏫	🔽	❗
Drive System	⏫	🔽	🔼	⏫	🔼	⏫	⏫	⏫	❗	⏫
Fuel System	⏫	⏫	⏫	⏫	❗	⏫	⏫	⏫	⏫	⏫
Electrical	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Climate Syst.	❗	🔼	❗	🔼	⏫	⏫	🔼	⏫	⏫	⏫
Suspension	🔽	🔽	🔽	❗	⏫	⏫	⏫	🔼	⏫	⏫
Brakes	🔼	🔼	🔼	🔼	⏫	🔼	⏫	⏫	⏫	⏫
Exhaust	🔼	⏫	⏫	🔼	⏫	🔼	⏫	⏫	⏫	⏫
Paint/Trim	❗	🔼	🔼	🔼	🔼	⏫	🔼	⏫	⏫	⏫
Noises & Leaks	🔼	🔼	🔼	🔼	❗	🔼	🔼	🔼	❗	⏫
Body Hardware	⏫	⏫	⏫	⏫	🔼	⏫	⏫	⏫	⏫	⏫
Power Equip.	🔼	❗	⏫	❗	⏫	⏫	🔼	⏫	⏫	⏫
In-Car Electr.	⏫	❗	❗	🔼	⏫	⏫	🔼	⏫	❗	🔼
Used-Car	⏫	🔼	🔼	⏫	⏫	⏫	⏫	⏫	🔽	❗

Prices

2008	$7,500 - $16,600
2009	$7,800 - $18,200
2010	$8,200 - $19,600
2011	$10,200 - $21,000
2012	$11,500 - $23,100
2013	$12,500 - $25,400
2014	$14,100 - $26,600
2015	$18,800 - $28,700
2016	$21,000 - $35,400
2017	$22,500 - $37,100

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⏫/⏫	⏫/⏫
2009	Good	⏫/⏫	⏫/⏫
2010	Good	⏫/⏫	⏫/⏫
2011	Good	🔼/🔽	🔼/⏫
2012	Good	🔼/❗	🔼/⏫
2013	Good	🔼/❗	🔼/⏫
2014	Good	🔼/❗	🔼/⏫
2015	Good	🔼/❗	⏫/⏫
2016	Good	🔼/🔼	🔼/⏫
2017	Good	🔼/🔼	🔼/⏫

Toyota Tundra ✔ Good Bet

The original Tundra was smaller sized than the biggest from Detroit but it handled fairly well and had a comfortable ride and quiet cabin. The extended cab's rear bench is cramped. 2004 brought optional ESC and a true crew-cab. Updates for 2005 included a larger V8 and a new 4.0-liter V6. A redesigned Tundra arrived in 2007. This truck is a true full-size pickup, with three cab sizes and different bed lengths. Its 5.7-liter V8 is rewardingly powerful and the six-speed automatic very smooth and responsive. This combination produced a competitive 15 mpg. Off-road capability is impressive as is towing capacity. One nice touch is the easy-to-lift dampened tailgate.

Redesign/Freshening: 2007.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2009.
Drive Wheels: 4WD; Rear.

Reliability History

Trouble Spots	Toyota Tundra									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	❗	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Minor	⏫	🔼	⏫	⏫	🔼	🔼	⏫	⏫	⏫	⏫
Engine Cooling	⏫	❗	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏫	🔽	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Drive System	❗	🔽	🔼	🔼	⏫	⏫	⏫	⏫	⏫	⏫
Fuel System	🔼	🔽	🔼	🔼	⏫	⏫	⏫	⏫	⏫	⏫
Electrical	⏫	🔽	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Climate Syst.	⏫	🔼	⏫	🔼	🔼	⏫	⏫	⏫	⏫	⏫
Suspension	🔼	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Brakes	🔼	🔽	🔼	❗	🔼	🔼	⏫	⏫	⏫	⏫
Exhaust	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	🔽	🔽	🔼	🔼	⏫	🔼	⏫	⏫	🔼	⏫
Noises & Leaks	⏫	❗	⏫	⏫	⏫	⏫	⏫	⏫	⏫	🔼
Body Hardware	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Power Equip.	🔼	🔼	🔼	⏫	🔼	🔽	🔼	⏫	⏫	⏫
In-Car Electr.	❗	⏫	🔼	⏫	🔼	⏫	🔽	⏫	⏫	⏫
Used-Car	⏫	🔽	⏫	⏫	⏫	⏫	⏫	⏫	⏫	🔼

Prices

2008	$9,500 - $20,700
2009	$10,600 - $23,200
2010	$12,100 - $24,100
2011	$13,100 - $27,000
2012	$15,400 - $29,200
2013	$17,500 - $31,500
2014	$19,200 - $36,100
2015	$21,000 - $38,800
2016	$22,700 - $43,100
2017	$25,100 - $45,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	🔼/🔼	NT
2009	Good	🔼/🔼	NT
2010	Good	⏫/⏫	NT
2011	Good	NT	NT
2012	Good	🔼/❗	⏫/⏫
2013	Good	🔼/❗	⏫/⏫
2014	Good	❗/🔼	⏫/⏫
2015	Good	🔼/🔼	⏫/⏫
2016	Good	🔼/🔼	⏫/⏫
2017	Good	🔼/🔼	⏫/⏫

T

WORSE — BETTER

Toyota Venza

Good Bet

Difficult to classify, the Venza straddles the station wagon and SUV worlds. Some say it's an SUV for people who've grown out of SUVs. Assets include easy cabin access, a quiet interior, and a roomy rear seat. The rear hatch and large load floor aid cargo flexibility. The refined 3.5-liter V6 engine provides plenty of power and a respectable 20 mpg overall. A four-cylinder is also available. Handling is secure but the steering is short on feedback, hurting agility. The stiff, jittery ride is un-Toyota-like, and quasi-sporty styling impairs the view out. A rear camera helps when reversing, but its dashboard screen is very small. Updates for 2013 included more modern infotainment, changed exterior styling, and slightly improved interior finish. The Venza was discontinued after 2015.

Redesign/Freshening: 2009.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Toyota Venza								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈		
Engine Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈		
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈		
Trans. Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈		
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈		
Drive System	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈		
Fuel System	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈		
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈		
Climate Syst.	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈		
Suspension	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈		
Brakes	⇈	!	!	⇈	!	⇈	⇈	⇈		
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈		
Paint/Trim	⇈	⇈	!	⇈	⇈	⇈	⇈	⇈		
Noises & Leaks	⇊	!	⇈	⇈	⇈	⇈	⇈	⇈		
Body Hardware	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈		
Power Equip.	⇈	⇈	⇈	!	⇈	⇈	⇈	⇈		
In-Car Electr.	⇈	⇈	⇈	⇈	⇈	⇈	⇈	!		
Used-Car	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈		

Prices

2008	-
2009	$9,600 - $11,400
2010	$10,400 - $12,400
2011	$11,300 - $13,700
2012	$11,500 - $16,600
2013	$12,800 - $18,400
2014	$14,800 - $22,000
2015	$17,400 - $24,300
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	Good	⇈/⇈	⇈/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	Good	⇈/⇊	⇈/⇈
2012	Good	⇈/⇊	⇈/⇈
2013	Good	⇈/⇈	⇈/⇈
2014	Good	⇈/⇈	⇈/⇈
2015	Good	⇈/⇈	⇈/⇈
2016	-	-	-
2017	-	-	-

Toyota Yaris

The Yaris offers excellent fuel economy of 32 mpg overall in the sedan with the automatic transmission, and 30 in the hatchback. But that's about where the good news ends. The driving position with arms extended and legs bent is annoying, along with the center-mounted gauge cluster and the cheap fit and finish. Acceleration is adequate, but engine drone intrudes. At least the ride is compliant and handling is reasonably responsive and secure with ESC, though earlier models could be a handful. Redesigned for 2012, the reworked interior moved the speedometer from the center of the dash to the preferred, traditional position beyond the steering wheel. However, it remained rough and very Spartan with ho-hum handling and slow acceleration.

Redesign/Freshening: 2007, 2012.
Safety Equipment: ABS, and side and head protection air bags available, standard from 2009. ESC standard from 2010.
Drive Wheels: Front.

Reliability History

Trouble Spots	Toyota Yaris								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	⇈	*	⇈	*	*	*	*	*
Engine Minor	⇈	⇈	!	*	⇈	*	*	*	*	*
Engine Cooling	⇈	⇈	⇈	*	⇈	*	*	*	*	*
Trans. Major	⇈	⇈	⇈	*	⇈	*	*	*	*	*
Trans. Minor	⇈	⇈	⇈	*	⇈	*	*	*	*	*
Drive System	⇈	⇈	⇈	*	⇈	*	*	*	*	*
Fuel System	⇈	⇈	⇈	*	⇈	*	*	*	*	*
Electrical	⇈	⇈	⇈	*	⇈	*	*	*	*	*
Climate Syst.	⇈	⇈	⇈	*	⇈	*	*	*	*	*
Suspension	⇈	⇈	⇈	*	⇈	*	*	*	*	*
Brakes	⇈	⇈	⇈	*	!	*	*	*	*	*
Exhaust	⇈	⇈	⇈	*	⇈	*	*	*	*	*
Paint/Trim	!	!	⇈	*	!	*	*	*	*	*
Noises & Leaks	⇊	⇈	⇊	*	⇈	*	*	*	*	*
Body Hardware	!	⇈	⇈	*	!	*	*	*	*	*
Power Equip.	⇈	⇈	⇈	*	⇈	*	*	*	*	*
In-Car Electr.	⇈	⇈	⇊	*	⇈	*	*	*	*	*
Used-Car	⇈	⇈	⇈	*	⇈	*	*	*	*	*

Prices

2008	$4,500 - $5,600
2009	$4,800 - $6,000
2010	$5,200 - $6,000
2011	$5,700 - $6,500
2012	$5,700 - $7,300
2013	$6,500 - $8,200
2014	$7,600 - $9,300
2015	$9,100 - $11,200
2016	$10,600 - $13,100
2017	$10,900 - $14,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⇈/⇈	!/!
2009	Good	⇈/⇈	⇈/⇈
2010	Good	⇈/⇈	⇈/⇈
2011	Good	NT	NT
2012	Good	⇈/⇈	⇈/⇈
2013	Good	⇈/⇈	⇈/⇈
2014	Good	⇈/⇈	⇈/⇈
2015	Good	⇈/⇈	⇈/⇈
2016	Good	⇈/⇈	⇈/⇈
2017	Good	⇈/⇈	⇈/⇈

Volkswagen Beetle

This hatchback is based on the Golf and styled like the VW Bug of yore. Even a convertible is available. We found the Beetle's ride composed and handling fairly nimble, but the clownlike high roofline and forward windshield make it hard to block the sun. The rear is cramped, though the seats fold for increased cargo space. Various engines have been available, including an anemic base four-cylinder that was replaced by a gruff and thirsty Five; plus a couple of turbocharged four-cylinders and an efficient four-cylinder turbodiesel. The Beetle was redesigned for 2012, with a more normal driving position. While the ride is acceptable, it's a bit unsettled. Handling is responsive but not sporty, and it gets sloppy in demanding conditions. Wind noise is excessive and visibility is limited.

Redesign/Freshening: 1998, 2012, 2014.
Safety Equipment: ABS, ESC, and side air bags standard. Head protection airbags unavailable.
Drive Wheels: Front.

Reliability History

Trouble Spots	Volkswagen Beetle								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	*	*		*	⇈	⇈	⇈	⇈	*
Engine Minor	⇊	*	*		*	⇈	↑	⇈	⇈	*
Engine Cooling	↓	*	*		*	⇈	⇈	⇈	⇈	*
Trans. Major	⇈	*	*		*	⇈	⇈	⇈	⇈	*
Trans. Minor	↑	*	*		*	⇈	⇈	⇈	⇈	*
Drive System	⇈	*	*		*	⇈	⇈	↑	⇈	
Fuel System	↑	*	*		*	⇊	⇊	!	!	*
Electrical	⇊	*	*		*	↑	↑	⇈	⇈	*
Climate Syst.	↑	*	*		*	⇈	⇈	⇈	⇈	*
Suspension	↑	*	*		*	!	⇈	⇈	⇈	*
Brakes	↑	*	*		*	!	⇈	↓	⇈	*
Exhaust	⇈	*	*		*	⇈	⇈	⇈	⇈	*
Paint/Trim	↓	*	*		*	⇈	↑	↓	↑	*
Noises & Leaks	⇊	*	*		*	↓	⇊	⇈	⇊	*
Body Hardware	↓	*	*		*	⇈	↑	⇊	!	*
Power Equip.	⇊	*	*		*	↓	!	⇈	⇈	*
In-Car Electr.	↑	*	*		*	!	↓	⇈	↑	*
Used-Car	↓	*	*		*	!	!	⇊	!	*

Prices

2008	$4,200 - $4,500
2009	$4,800 - $5,200
2010	$4,700 - $6,300
2011	-
2012	$9,000 - $16,300
2013	$9,900 - $16,800
2014	$11,400 - $18,300
2015	$13,200 - $20,200
2016	$15,300 - $24,400

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	Good	↑/↑	⇈/!
2011	-	-	-
2012	Good	↑/↑	⇈/⇈
2013	Good	⇈/↑	⇈/⇈
2014	Good	⇈/↑	⇈/⇈
2015	Good	⇈/↑	⇈/⇈
2016	Good	⇈/↑	⇈/⇈
2017	Good	⇈/↑	⇈/⇈

Volkswagen CC

The CC, a four-door coupe version of the VW Passat, is enjoyable to drive, thanks to its agile and responsive handling and attractive cabin. But style trumps function here, with less interior space, worse visibility, and more difficult access than the regular Passat. It seats only four, limiting its practicality further. The taut ride is compliant and composed, particularly on the highway. The 2.0-liter turbocharged four-cylinder engine pulls strongly and returns 24 mpg; a 3.6-liter V6 and all-wheel-drive are optional. The bespoke interior is very well-finished, but some controls are awkward to use or hard to read.

Redesign/Freshening: 2009.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Volkswagen CC								
	08	09	10	11	12	13	14	15	16	17
Engine, Major		*	⇊	*	⇊	⇈	*	*	*	*
Engine Minor		*	⇊	*	⇊	↑	*	*	*	*
Engine Cooling		*	⇈	*	⇊	⇈	*	*	*	*
Trans. Major		*	↑	*	⇈	↑	*	*	*	*
Trans. Minor		*	↑	*	⇈	↓	*	*	*	*
Drive System		*	↑	*	!	↑	*	*	*	*
Fuel System		*	⇊	*	⇊	↑	*	*	*	*
Electrical		*	⇊	*	⇊	⇈	*	*	*	*
Climate Syst.		*	⇈	*	↑	⇈	*	*	*	*
Suspension		*	↑	*	⇊	↑	*	*	*	*
Brakes		*	!	*	⇈	↑	*	*	*	*
Exhaust		*	↑	*	⇈	⇈	*	*	*	*
Paint/Trim		*	⇊	*	↓	⇈	*	*	*	*
Noises & Leaks		*	↓	*	⇊	↑	*	*	*	*
Body Hardware		*	!	*	!	⇈	*	*	*	*
Power Equip.		*	⇊	*	⇊	⇊	*	*	*	*
In-Car Electr.		*	⇊	*	↓	!	*	*	*	*
Used-Car		*	⇊	*	⇊	!	*	*	*	*

Prices

2008	-
2009	$6,200 - $7,600
2010	$6,900 - $9,100
2011	$7,400 - $10,600
2012	$8,700 - $13,100
2013	$11,400 - $15,900
2014	$14,000 - $19,700
2015	$16,900 - $23,000
2016	$17,600 - $25,100
2017	$23,300 - $25,500

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	Good	↑/↑	⇈/↑
2010	Good	↑/↑	⇈/↑
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

WORSE — BETTER

Volkswagen Eos

The Eos convertible can be considered the successor to the Volkswagen Cabrio. It's a Jetta-based four-seater equipped with a folding metal hard top. One novel feature for a convertible is a built-in sunroof that can be opened when the hard top is closed. The seats are comfortable and interior fit and finish is impressive. Head-protecting curtain air bags are housed in the doors. Power comes from a 2.0-liter, turbocharged four-cylinder, with Volkswagen's responsive sequential-shift DSG transmission. A 3.2-liter V6 was available on 2007 to 2008 models. The manual transmission was dropped in 2012. The final year of production was 2015.

Redesign/Freshening: 2007.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Volkswagen Eos								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	*	*	*	⇊	*	*	*	*	
Engine Minor	!	*	*	*	⇊	*	*	*	*	
Engine Cooling	⇈	*	*	*	⇈	*	*	*	*	
Trans. Major	⇈	*	*	*	⇈	*	*	*	*	
Trans. Minor	⇈	*	*	*	!	*	*	*	*	
Drive System	⇊	*	*	*	⇈	*	*	*	*	
Fuel System	⇈	*	*	*	⇊	*	*	*	*	
Electrical	⇈	*	*	*	⇊	*	*	*	*	
Climate Syst.	⇊	*	*	*	!	*	*	*	*	
Suspension	⇈	*	*	*	!	*	*	*	*	
Brakes	⇈	*	*	*	⇈	*	*	*	*	
Exhaust	⇈	*	*	*	⇈	*	*	*	*	
Paint/Trim	⇈	*	*	*	⇈	*	*	*	*	
Noises & Leaks	⇊	*	*	*	!	*	*	*	*	
Body Hardware	⇊	*	*	*	⇈	*	*	*	*	
Power Equip.	⇈	*	*	*	⇈	*	*	*	*	
In-Car Electr.	⇈	*	*	*	⇈	*	*	*	*	
Used-Car	⇈	*	*	*	⇊	*	*	*	*	

Prices

2008	$4,900 - $6,900
2009	$6,000 - $6,600
2010	$7,600 - $8,600
2011	$9,400 - $10,600
2012	$11,500 - $12,900
2013	$14,000 - $17,000
2014	$17,400 - $20,100
2015	$20,700 - $23,800
2016	$23,900 - $23,900
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	-	-	-

Volkswagen Golf, Rabbit

The Golf has long been solid, practical, and fun-to-drive. Versions with the diesel engine get great fuel economy, and they have among the lowest depreciation of any cars, making them very cheap to own. An up-level GTI trim line is the sporty version. For 2007, a redesigned Golf was renamed the Rabbit, after the same car from the 1970s, and supplied with a responsive but gruff and inefficient 2.5-liter five-cylinder engine. We found its handling agile and secure and the ride fairly comfortable. The Golf name returned with the impressive 2010 redesign. We got 38 mpg overall from the diesel. Interior quality improved and the car had responsive handling, supportive front seats, and a good ride. A wagon and a high-performance AWD Golf R were added to the 2015 redesign.

Redesign/Freshening: 2007, 2010, 2015.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2009.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Volkswagen Golf, Rabbit								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	⇈	⇗	⇗	⇈	⇈	⇗	⇈	⇈	⇈
Engine Minor	⇗	⇈	!	⇗	⇗	⇈	⇈	⇗	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇗	⇗	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇊	⇗	⇈	⇈	⇈	⇈	⇈	⇈	⇗	⇈
Trans. Minor	⇊	⇊	⇈	⇈	⇈	⇈	⇈	⇗	⇗	⇈
Drive System	⇗	⇊	⇗	⇗	⇈	⇈	⇈	⇗	⇈	⇈
Fuel System	⇗	⇗	⇊	⇊	⇊	⇊	⇈	⇊	!	⇈
Electrical	⇈	⇈	⇈	⇗	⇗	⇈	⇈	⇗	⇈	⇈
Climate Syst.	!	⇊	⇊	⇊	!	⇗	⇈	!	⇈	⇈
Suspension	!	⇈	⇊	⇈	!	⇈	⇈	⇈	⇈	⇈
Brakes	!	⇊	!	!	⇈	⇈	⇈	⇈	⇈	⇈
Exhaust	⇊	⇈	⇈	⇗	⇗	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇊	⇗	!	⇗	⇈	⇈	⇈	⇗	⇈	⇈
Noises & Leaks	⇈	!	⇊	⇗	⇗	⇈	⇗	⇈	⇗	⇗
Body Hardware	⇈	⇗	!	⇗	⇈	⇈	⇈	⇗	⇈	⇈
Power Equip.	⇈	⇈	⇊	⇗	!	⇈	⇊	!	!	⇈
In-Car Electr.	⇈	⇈	⇊	!	⇗	⇗	!	⇗	⇊	⇈
Used-Car	!	!	⇊	⇊	!	⇗	⇈	⇊	⇊	⇗

Prices

2008	$4,800 - $5,100
2009	$5,500 - $5,800
2010	$6,500 - $8,500
2011	$6,800 - $9,100
2012	$7,500 - $20,100
2013	$8,900 - $21,600
2014	$10,600 - $13,400
2015	$10,100 - $29,700
2016	$13,400 - $30,900
2017	$15,400 - $33,900

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	⇗/⇗	⇈/⇈
2009	Good	⇗/⇗	⇈/⇈
2010	Good	⇗/⇗	⇈/⇈
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	⇈/⇗	⇈/⇈
2017	Good	⇈/⇗	⇈/⇈

Volkswagen GTI

The GTI is a sporty version of the Golf. A much-improved GTI arrived in 2006; a four-door version became available in 2007. The 2010 redesign made the car even more fun to drive, with super-agile handling, a crisp shifter, and an invigorating exhaust note. The Golf R adds more power and all-wheel-drive, but it isn't that much more enjoyable to drive. The GTI excels at combining everyday practicality with being fun-to-drive. It has a fairly civilized ride and is relatively quiet. The hatchback adds versatility. Fit and finish is very good and the torso-hugging sports seats are supportive yet comfortable. Be aware of reliability issues and high maintenance costs.

Redesign/Freshening: 2006, 2010, 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Volkswagen GTI								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	⏬	⏬	⏬	⏫	*	⏫	⏫	⏫
Engine Minor	*	*	⏬	⏬	ℹ	⏫	*	⏫	⏫	⏫
Engine Cooling	*	*	🔽	⏬	⏬	ℹ	*	⏫	⏫	⏫
Trans. Major	*	*	⏫	🔽	ℹ	⏬	*	⏫	⏫	⏫
Trans. Minor	*	*	⏬	⏬	⏫	⏫	*	⏫	⏫	⏫
Drive System	*	*	ℹ	🔽	ℹ	⏫	*	⏫	⏫	⏫
Fuel System	*	*	⏬	🔽	🔽	⏫	*	⏬	🔽	⏫
Electrical	*	*	ℹ	⏬	🔽	⏫	*	⏫	⏫	⏫
Climate Syst.	*	*	⏫	⏫	⏫	ℹ	*	⏫	⏫	⏫
Suspension	*	*	⏫	⏫	⏬	⏫	*	⏫	⏫	⏫
Brakes	*	*	⏫	⏫	⏫	⏫	*	⏫	⏫	⏫
Exhaust	*	*	⏫	🔽	⏫	⏫	*	⏫	⏫	⏫
Paint/Trim	*	*	⏬	⏫	⏫	⏫	*	⏫	⏫	⏫
Noises & Leaks	*	*	ℹ	ℹ	ℹ	⏬	*	⏬	🔽	ℹ
Body Hardware	*	*	ℹ	ℹ	⏬	🔽	*	⏫	⏫	⏫
Power Equip.	*	*	ℹ	🔽	ℹ	ℹ	*	ℹ	⏫	⏫
In-Car Electr.	*	*	⏬	ℹ	ℹ	🔽	*	ℹ	⏫	⏫
Used-Car	*	*	🔽	⏬	⏬	🔽	*	⏬	⏬	⏫

Prices

2008	$6,400 - $7,400
2009	$7,400 - $8,000
2010	$9,000 - $10,100
2011	$9,600 - $11,400
2012	$11,600 - $12,900
2013	$13,700 - $16,200
2014	$16,600 - $18,100
2015	$16,700 - $20,100
2016	$18,900 - $21,200
2017	$21,100 - $25,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	🔼/🔼	⏫/⏫
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	⏫/🔼	⏫/⏫
2017	Good	⏫/🔼	⏫/⏫

Volkswagen Jetta

The Jetta was long a bit of a jewel, a beautifully finished, sharp-handling premium small car. Normally aspirated and turbocharged four-cylinders, a gruff five-cylinder, a thrifty turbodiesel, and a punchy V6 engine have all been offered. Before its 2006 redesign, the backseat was particularly cramped, but the car rode beautifully. For 2006, the Jetta grew larger, and the base four-cylinder was replaced by a torquier but gruff five-cylinder. We tested a turbodiesel wagon with a manual and it averaged an impressive 36 mpg. The 2011 redesign brought a more spacious rear seat, but cheaper interior materials and handling that wasn't as crisp. The car has been improved gradually since then. A hybrid debuted in 2013, and got 37 mpg.

Redesign/Freshening: 2005, 2011.
Safety Equipment: ABS, side and head protection air bags standard. ESC available, standard from 2009.
Drive Wheels: Front.

Reliability History

Trouble Spots	Volkswagen Jetta								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	🔽	⏫	ℹ	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Minor	⏬	ℹ	ℹ	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Cooling	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏫	⏫	⏫	⏫	⏫	ℹ	⏫	⏫	⏫	⏫
Trans. Minor	⏬	⏫	⏫	⏫	⏫	🔽	⏫	⏫	⏫	⏫
Drive System	⏫	⏫	ℹ	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Fuel System	🔽	⏬	⏬	⏬	⏬	⏬	ℹ	⏬	⏫	⏫
Electrical	🔽	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Climate Syst.	⏬	🔽	⏬	⏬	🔽	ℹ	⏫	🔽	⏫	⏫
Suspension	ℹ	⏫	⏫	🔽	ℹ	⏫	⏫	⏫	⏫	⏫
Brakes	ℹ	ℹ	⏫	⏬	⏫	⏫	🔽	⏫	⏫	⏫
Exhaust	⏫	🔽	⏬	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	⏬	⏬	⏫	🔽	⏫	⏫	⏫	⏫	⏫	⏫
Noises & Leaks	🔽	ℹ	ℹ	⏫	⏫	⏫	⏫	ℹ	⏫	⏫
Body Hardware	⏬	🔽	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Power Equip.	⏬	🔽	🔽	⏬	ℹ	ℹ	⏬	⏫	⏫	⏫
In-Car Electr.	⏫	🔽	⏬	ℹ	⏫	⏫	⏫	ℹ	⏫	⏫
Used-Car	⏬	🔽	🔽	⏬	ℹ	🔽	🔽	⏬	ℹ	ℹ

Prices

2008	$4,300 - $5,000
2009	$4,500 - $8,600
2010	$5,200 - $10,000
2011	$5,700 - $11,400
2012	$6,700 - $12,800
2013	$7,100 - $15,900
2014	$8,100 - $15,000
2015	$9,600 - $16,800
2016	$11,000 - $20,300
2017	$12,500 - $22,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	🔼/🔼	⏫/⏫
2009	Good	🔼/🔼	⏫/⏫
2010	Good	🔼/🔼	⏫/⏫
2011	Good	🔼/🔼	🔼/⏫
2012	Good	🔼/🔼	🔼/⏫
2013	Good	🔼/🔼	🔼/⏫
2014	Good	🔼/🔼	⏫/⏫
2015	Good	🔼/🔼	⏫/⏫
2016	Good	🔼/🔼	⏫/⏫
2017	Good	🔼/🔼	⏫/⏫

WORSE — BETTER

Volkswagen Passat

Volkswagen's large sedan had a comfortable, quiet ride, capable handling, and an interior that exuded quality. The turbo four-cylinder delivers lively performance and the V6 is quiet and strong. AWD is available but makes the car slower and thirstier. The turbodiesel that debuted in 2004 averaged 28 mpg in our tests. In 2006 the Passat was redesigned and grew larger. The 2.0-liter turbo four-cylinder got 24 mpg while the quicker, stronger 3.6-liter V6 got 22 mpg in our tests. Fit and finish remained excellent. The 2012 redesign brought lots of room front and rear but a step backward in fit and finish. The turbo four-cylinder got good fuel economy and the car feels solid and substantial with comfortable seats.

Redesign/Freshening: 2006, 2012.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Volkswagen Passat								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏬	*	⏫			⏫	⏫	⏫	⏫	⏫
Engine Minor	⏬	*	⏬			⏫	⏫	⏫	⏫	⏫	⏫
Engine Cooling	🔽	*	❗			⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏫	*	⏫			⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏫	*	🔽			⏫	⏫	⏫	⏫	⏫	⏫
Drive System	⏬	*	🔽			⏫	⏫	⏫	⏫	⏫	⏫
Fuel System	🔽	*	⏬			⏬	⏬	⏬	🔽	⏫	⏫
Electrical	⏬	*	⏬			⏫	⏫	⏫	⏫	⏫	⏫
Climate Syst.	⏫	*	⏫			⏫	⏬	⏬	⏫	⏫	⏫
Suspension	⏫	*	⏫			🔽	❗	⏫	⏫	⏫	⏫
Brakes	⏫	*	⏫			⏫	⏫	⏫	⏫	⏫	⏫
Exhaust	⏫	*	⏫			⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	❗	*	🔽			⏫	⏫	⏫	⏫	⏫	⏫
Noises & Leaks	❗	*	❗			🔽	⏫	❗	⏫	⏫	⏫
Body Hardware	🔽	*	❗			⏫	❗	⏫	⏫	⏫	⏫
Power Equip.	❗	*	⏫			🔽	🔽	🔽	⏫	⏫	⏫
In-Car Electr.	🔽	*	⏫			❗	🔽	🔽	❗	⏫	⏫
Used-Car	🔽	*	❗			🔽	⏬	⏬	❗	⏫	⏫

Prices

2008	$4,400 - $7,300
2009	$5,300 - $5,800
2010	$6,600 - $7,500
2011	-
2012	$6,900 - $12,300
2013	$8,200 - $15,200
2014	$9,100 - $16,200
2015	$10,200 - $18,000
2016	$12,500 - $22,600
2017	$15,200 - $23,600

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⏫/⏫	⏫/⏫
2009	Good	⏫/⏫	⏫/⏫
2010	Good	⏫/⏫	⏫/⏫
2011	-	-	-
2012	Good	⏫/⏫	⏫/⏫
2013	Good	⏫/⏫	⏫/⏫
2014	Good	⏫/⏫	⏫/⏫
2015	Good	⏫/⏫	⏫/⏫
2016	Good	⏫/⏫	⏫/⏫
2017	Good	⏫/⏫	⏫/⏫

Volkswagen Tiguan

Derived from the Golf and Passat, the Tiguan bridges the gap between compact SUVs and luxury compact ones. We liked the quiet cabin, roomy rear seat, and excellent fit and finish, and the front seats are very supportive. Handling is agile and secure, and the ride is comfortable, although be ware of versions with the 19-inch tires; they're noisier and ride stiffly. However, cargo room is quite modest. The 2.0-liter, turbocharged four-cylinder engine delivers smooth and punchy performance and yielded 20 mpg overall in our tests. Front-wheel drive is standard, with all-wheel drive available.

Redesign/Freshening: 2009, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Volkswagen Tiguan								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏬	⏬	🔽	❗	⏬	⏫	⏫	⏫	⏫	⏫
Engine Minor	⏬	⏬	⏬	❗	🔽	⏫	⏫	⏫	⏫	⏫
Engine Cooling	⏬	⏬	⏫	⏬	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏬	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏬	⏫	⏫	⏫	🔽	⏫	⏫	⏫	⏫	⏫
Drive System	❗	⏫	⏫	⏫	❗	❗	⏫	⏫	⏫	⏫
Fuel System	⏬	⏬	⏬	⏬	⏬	🔽	⏫	⏫	⏫	⏫
Electrical	⏬	❗	❗	❗	🔽	⏫	⏫	⏫	⏫	⏫
Climate Syst.	⏬	⏫	⏫	⏬	⏫	⏫	⏫	⏫	⏫	⏫
Suspension	❗	⏫	⏫	❗	❗	⏫	⏫	⏫	⏫	⏫
Brakes	🔽	⏫	❗	⏬	🔽	🔽	🔽	🔽	⏫	⏫
Exhaust	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	⏬	❗	⏫	❗	⏫	⏫	⏫	⏫	⏫	⏫
Noises & Leaks	⏬	❗	⏬	⏬	❗	❗	⏫	⏫	⏫	⏫
Body Hardware	⏬	🔽	🔽	⏫	❗	⏫	⏫	⏫	⏫	⏫
Power Equip.	⏬	⏫	🔽	⏫	⏬	⏫	⏬	⏫	⏫	⏫
In-Car Electr.	⏫	❗	❗	⏫	⏫	❗	❗	⏫	⏫	⏫
Used-Car	⏬	🔽	⏬	🔽	⏬	⏬	❗	⏬	⏫	⏫

Prices

2008	-
2009	$5,400 - $8,400
2010	$6,700 - $8,800
2011	$7,300 - $9,300
2012	$8,400 - $12,300
2013	$9,700 - $14,800
2014	$11,100 - $18,600
2015	$12,800 - $20,300
2016	$15,600 - $23,500
2017	$19,400 - $25,300

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	Good	⏫/⏫	⏫/⏫
2010	Good	⏫/⏫	⏫/⏫
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	⏫/❗	⏫/⏫
2014	Good	⏫/❗	⏫/⏫
2015	Good	⏫/❗	⏫/⏫
2016	Good	⏫/❗	⏫/⏫
2017	Good	⏫/❗	⏫/⏫

Volkswagen Touareg

The Touareg is a luxury SUV co-developed with the Porsche Cayenne. Unlike most car-derived SUVs the first-generation Touareg was an impressive off-roader. On regular roads the ride is compliant, though a bit jiggly at low speeds. The interior is very quiet. Handling is responsive, with sharp steering. The cargo area is slightly smaller than the Passat wagon's and many controls are overly complicated. The 3.2-liter V6 gulps premium fuel and struggles to move the Touareg's 5,200-pounds, so acceleration feels lethargic. For 2005, the V6 gained 20 more horsepower, and a 3.6-liter unit replaced it in 2007. The 2011 redesign was a huge improvement: agile, solid, comfortable, and plush. The low-speed ride is overly firm, however it is steady on the highway.

Redesign/Freshening: 2004, 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD.

Reliability History

Trouble Spots	Volkswagen Touareg									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	⇈	⇈	⇈	*	*	*
Engine Minor	*	*	*	*	!	⌃	⇈	*	*	*
Engine Cooling	*	*	*	*	!	⇈	⇈	*	*	*
Trans. Major	*	*	*	*	⇈	⇈	⇈	*	*	*
Trans. Minor	*	*	*	*	⇈	⌃	⇈	*	*	*
Drive System	*	*	*	*	⇈	!	⇈	*	*	*
Fuel System	*	*	*	*	⇊	!	⇊	*	*	*
Electrical	*	*	*	*	⇈	⇈	⌃	*	*	*
Climate Syst.	*	*	*	*	⌄	⇈	⇈	*	*	*
Suspension	*	*	*	*	⌃	⌃	⇈	*	*	*
Brakes	*	*	*	*	⌃	!	⇈	*	*	*
Exhaust	*	*	*	*	⇊	⇊	⌃	*	*	*
Paint/Trim	*	*	*	*	⌃	⇈	⇈	*	*	*
Noises & Leaks	*	*	*	*	⌄	!	⇈	*	*	*
Body Hardware	*	*	*	*	⌄	⌃	⇈	*	*	*
Power Equip.	*	*	*	*	!	!	!	*	*	*
In-Car Electr.	*	*	*	*	⌃	⌃	!	*	*	*
Used-Car	*	*	*	*	⇊	!	⌃	*	*	*

Prices

2008	-
2009	-
2010	$9,900 - $13,500
2011	$12,800 - $18,700
2012	$16,600 - $23,800
2013	$18,700 - $25,700
2014	$21,600 - $31,900
2015	$26,800 - $39,000
2016	$31,100 - $38,900
2017	$34,400 - $39,675

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	⇈/⇈	⇈/⇈
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Volvo C30

This pleasant two-door, four-seat hatchback it isn't really engaging to drive. Power comes from a hardworking turbocharged 2.5-liter, five-cylinder engine that delivered a reasonable 25 mpg overall. The manual transmission shifts easily and smoothly. The ride is compliant, and the cabin is relatively quiet. We found the C30 to be neither as agile nor as exciting as competitors like the Mini Cooper or VW GTI. Passengers will find a relatively comfortable interior that works well even on the longest trips. It came equipped with standard curtain air bags; Volvo's blind-spot warning system was optional. 2013 was the final year for the C30.

Redesign/Freshening: 2008.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Volvo C30									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*					
Engine Minor	*	*	*	*	*					
Engine Cooling	*	*	*	*	*					
Trans. Major	*	*	*	*	*					
Trans. Minor	*	*	*	*	*					
Drive System	*	*	*	*	*					
Fuel System	*	*	*	*	*					
Electrical	*	*	*	*	*					
Climate Syst.	*	*	*	*	*					
Suspension	*	*	*	*	*					
Brakes	*	*	*	*	*					
Exhaust	*	*	*	*	*					
Paint/Trim	*	*	*	*	*					
Noises & Leaks	*	*	*	*	*					
Body Hardware	*	*	*	*	*					
Power Equip.	*	*	*	*	*					
In-Car Electr.	*	*	*	*	*					
Used-Car	*	*	*	*	*					

Prices

2008	$6,100 - $6,800
2009	$6,800 - $7,500
2010	$8,200 - $9,100
2011	$10,200 - $11,300
2012	$12,100 - $13,400
2013	$14,100 - $15,300
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Volvo C70

The C70 coupe has nicely weighted steering and good brakes. Its 2.4-liter turbo five-cylinder is very responsive in everyday driving. Handling is capable and braking is good, but the ride is stiff. A convertible was also available, and was the only body style offered in 2004, the last year of production for this generation. A new C70 convertible with seating for four debuted for 2006, with a power-operated retractable hardtop and a turbocharged five-cylinder engine. Handling is sound but the ride is a little stiff. The interior is well finished. The C70 features the standard assortment of Volvo safety features. 2013 was the C70's final year.

Redesign/Freshening: 2006.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: Front.

Reliability History

Trouble Spots	Volvo C70									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⏫	*	*	*	*	⏫				
Engine Minor	🔼	*	*	*	*	⏫				
Engine Cooling	🔼	*	*	*	*	⏫				
Trans. Major	⏬	*	*	*	*	⏫				
Trans. Minor	⏫	*	*	*	*	⏫				
Drive System	⏬	*	*	*	*	⏫				
Fuel System	⏫	*	*	*	*	🔼				
Electrical	🔼	*	*	*	*	⏫				
Climate Syst.	⏬	*	*	*	*	🔼				
Suspension	⏬	*	*	*	*	⏫				
Brakes	⏫	*	*	*	*	🔼				
Exhaust	⏫	*	*	*	*	⏫				
Paint/Trim	❗	*	*	*	*	⏫				
Noises & Leaks	⏫	*	*	*	*	⏫				
Body Hardware	🔽	*	*	*	*	❗				
Power Equip.	⏫	*	*	*	*	⏫				
In-Car Electr.	⏫	*	*	*	*	⏫				
Used-Car	🔽	*	*	*	*	⏫				

Prices

2008	$6,500 - $6,500
2009	$7,600 - $7,600
2010	$9,100 - $9,100
2011	$9,400 - $9,400
2012	$13,300 - $13,300
2013	$19,200 - $19,200
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Volvo S40/V50

The S40 sedan and V40 wagon debuted in the U.S. for 2000. These vehicles are the result of a joint venture between Volvo and Mitsubishi. They handled well in CR tests but didn't feel sporty, and the ride was stiff. Engine noise from the turbocharged Four was prominent. The front seats were firm and comfortable; the rear was cramped. A redesigned model debuted in mid-2004 and brought significant improvements over the original, including available all-wheel drive. Powertrains include a raspy five-cylinder engine and a stronger, turbocharged unit for the T5. The new one is roomier inside than the first generation. The V50 wagon is small but versatile inside. 2011 was the last year for the pair.

Redesign/Freshening: 2005.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Volvo S40/V50									
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*						
Engine Minor	*	*	*	*						
Engine Cooling	*	*	*	*						
Trans. Major	*	*	*	*						
Trans. Minor	*	*	*	*						
Drive System	*	*	*	*						
Fuel System	*	*	*	*						
Electrical	*	*	*	*						
Climate Syst.	*	*	*	*						
Suspension	*	*	*	*						
Brakes	*	*	*	*						
Exhaust	*	*	*	*						
Paint/Trim	*	*	*	*						
Noises & Leaks	*	*	*	*						
Body Hardware	*	*	*	*						
Power Equip.	*	*	*	*						
In-Car Electr.	*	*	*	*						
Used-Car	*	*	*	*						

Prices

2008	$5,600 - $6,800
2009	$6,600 - $8,200
2010	$7,000 - $9,000
2011	$8,000 - $9,200
2012	-
2013	-
2014	-
2015	-
2016	-
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	🔼/⏫	⏫/⏫
2009	Good	🔼/⏫	⏫/⏫
2010	Good	🔼/⏫	⏫/⏫
2011	Good	NT	NT
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-

Volvo S60

The first-generation S60 sedan was more stylish than the boxy S70 it replaced, but rather disappointing overall. The ride, though better than the S70's, is still a bit stiff and jiggly, and handling is not really agile or sporty. The cabin is quiet, and the seats very comfortable, but the rear is cramped. The confusing audio controls remain throughout the model years. A 2011 redesign made the S60 much nicer, with agile handling and a taut, steady ride. The standard T5 is pretty lively but the top-level T6 is quicker and more refined. Rear and side visibility are problematic. The interior is quiet, well-finished, and logically laid out, and the front seats are very comfortable. But the rear seat is tight and the trunk is small.

Redesign/Freshening: 2001, 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Volvo S60								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	⇈	*		*	!	⇈	⇈	⌃	⇈	*
Engine Minor	⇈	*		*	⌄	⌃	⇈	⇊	⇈	*
Engine Cooling	⇈	*		*	⇈	⇈	⇈	⌃	⇈	*
Trans. Major	⌃	*		*	⇈	⇈	⇈	⇈	⇈	*
Trans. Minor	⌃	*		*	⇈	⌃	⇈	⇈	⇈	*
Drive System	⌃	*		*	⇈	⇈	⇈	⌃	⇈	*
Fuel System	⇈	*		*	⇈	⇈	⇈	⌃	⇈	*
Electrical	⇈	*		*	⇈	⇈	⇈	⌃	⇈	*
Climate Syst.	⇈	*		*	⌄	!	⇈	⇈	⇈	*
Suspension	⇊	*		*	!	⇈	!	⌃	⇈	*
Brakes	!	*		*	!	⌃	⌃	⌃	⇈	*
Exhaust	⇈	*		*	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	⇈	*		*	!	⌃	⌃	!	⌃	*
Noises & Leaks	!	*		*	⌃	!	⇈	⇈	⇈	*
Body Hardware	⇈	*		*	⌃	⇈	⇈	⇈	⇈	*
Power Equip.	⇈	*		*	⇊	⌄	⇊	⌄	⌃	*
In-Car Electr.	⇈	*		*	⇊	⇊	!	⌄	⌄	*
Used-Car	⌃	*		*	!	⌃	!	⇊	⇈	*

Prices

2008	$5,400 - $6,500
2009	$6,300 - $7,200
2010	-
2011	$11,300 - $11,300
2012	$10,100 - $18,000
2013	$13,000 - $20,800
2014	$14,900 - $16,700
2015	$17,700 - $19,700
2016	$21,800 - $26,000
2017	$24,700 - $30,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	⌃/⌃	⇈/⇈
2009	Good	⌃/⌃	⇈/⇈
2010	-	-	-
2011	Good	NT	NT
2012	Good	⇈/⇈	⇈/⇈
2013	Good	⇈/⇈	⇈/⇈
2014	Good	⇈/⇈	⇈/⇈
2015	Good	⇈/⇈	⇈/⇈
2016	Good	⇈/⇈	⇈/⇈
2017	Good	⇈/⇈	⇈/⇈

Volvo S80

Volvo's flagship sedan was never a top contender in its class. It has lots of interior room and secure handling. Some controls were awkward but somewhat improved for 2005. An AWD version with a turbo five-cylinder engine debuted for 2004. Only the underpowered 5-cylinder remained for 2006. Volvo redesigned the S80 for 2007. The top trim got a V8 and AWD, while FWD models use a 3.2-liter six or a 3.0-liter turbo six. The rear seat is smaller than in the previous generation, the ride was stiff, and some controls confusing. Optional safety gear includes blind-spot warning and active cruise control. 2016 was the final year for the S80.

Redesign/Freshening: 2007.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Volvo S80								
	08	09	10	11	12	13	14	15	16	17
Engine, Major	*	*	*	*	*	*	*	*	*	
Engine Minor	*	*	*	*	*	*	*	*	*	
Engine Cooling	*	*	*	*	*	*	*	*	*	
Trans. Major	*	*	*	*	*	*	*	*	*	
Trans. Minor	*	*	*	*	*	*	*	*	*	
Drive System	*	*	*	*	*	*	*	*	*	
Fuel System	*	*	*	*	*	*	*	*	*	
Electrical	*	*	*	*	*	*	*	*	*	
Climate Syst.	*	*	*	*	*	*	*	*	*	
Suspension	*	*	*	*	*	*	*	*	*	
Brakes	*	*	*	*	*	*	*	*	*	
Exhaust	*	*	*	*	*	*	*	*	*	
Paint/Trim	*	*	*	*	*	*	*	*	*	
Noises & Leaks	*	*	*	*	*	*	*	*	*	
Body Hardware	*	*	*	*	*	*	*	*	*	
Power Equip.	*	*	*	*	*	*	*	*	*	
In-Car Electr.	*	*	*	*	*	*	*	*	*	
Used-Car	*	*	*	*	*	*	*	*	*	

Prices

2008	$5,900 - $7,400
2009	$6,700 - $8,700
2010	$7,800 - $10,300
2011	$8,500 - $10,400
2012	$10,400 - $13,900
2013	$13,200 - $17,400
2014	$15,500 - $20,500
2015	$19,300 - $27,000
2016	$22,300 - $24,400
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good	NT	NT
2009	Good	NT	NT
2010	Good	NT	NT
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	-	-	-

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Volvo V60

This wagon version of the S60 has fairly agile handling, but the ride is overly firm. The four-cylinder turbo provided lively acceleration and respectable fuel economy. Opting for all-wheel drive brings the older gruff-sounding five-cylinder. The top-level T6 trim with standard AWD is quick and refined. The interior is quiet and logically laid out, but some controls are complicated. The front seats are very comfortable, but the rear is tight. Cargo space is modest for a wagon. Safety features include automatic braking and an optional pedestrian-detection system. The all-wheel-drive Cross County version has higher ground clearance.

Redesign/Freshening: 2015.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Volvo V60									
	08	09	10	11	12	13	14	15	16	17
Engine, Major										*
Engine Minor										*
Engine Cooling										*
Trans. Major										*
Trans. Minor										*
Drive System										*
Fuel System										*
Electrical										*
Climate Syst.										*
Suspension										*
Brakes										*
Exhaust										*
Paint/Trim										*
Noises & Leaks										*
Body Hardware										*
Power Equip.										*
In-Car Electr.										*
Used-Car										*

Prices

2008	-
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	$18,600 - $23,100
2016	$22,400 - $26,400
2017	$23,700 - $30,200

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	-	-	-
2011	-	-	-
2012	-	-	-
2013	-	-	-
2014	-	-	-
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT

Volvo V70/XC70

The V70 wagon was available with front or AWD, in addition to a sporty R model and an SUV-like raised wagon, the XC70 Cross Country. The standard five-cylinder engine was available with a turbocharger, which improved acceleration dramatically. In our tests of the XC70 Cross Country, the ride was stiff and unsettled, and handling was short on agility. The front seats provided excellent comfort. The large interior offered an optional third-row seat. The 2008 redesign dropped the third row. Engine choices included two six-cylinder engines: a base 3.2-liter and a turbocharged 3.0. Performance is adequate, but the XC70 averaged just 18 mpg. The V70 disappeared after 2010 and the XC70 after 2016.

Redesign/Freshening: 2008, 2011.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Volvo V70/XC70									
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	$7,600 - $7,600
2009	$9,600 - $9,600
2010	$11,700 - $13,700
2011	$12,300 - $15,000
2012	$15,100 - $19,100
2013	$17,600 - $22,800
2014	$26,600 - $26,600
2015	$27,400 - $32,200
2016	$28,400 - $35,800
2017	-

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	NT	NT	NT
2009	NT	NT	NT
2010	NT	NT	NT
2011	NT	NT	NT
2012	NT	NT	NT
2013	NT	NT	NT
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	-	-	-

Volvo XC60

The XC60 is a compact, upscale SUV that feels solid and substantial, but it isn't as sporty as its Audi and BMW competitors. The ride is stiff but handling is responsive and secure at its limits. The 281-hp, 3.0-liter turbocharged six-cylinder performs well, but fuel economy is mediocre at 17 mpg overall. A 3.2-liter six is also available. Most exterior noises are well suppressed. The cabin is attractively finished with high-quality materials and offers integrated child booster seats in the rear seat. The seats are well shaped and comfortable but rear leg room is a bit tight. A wide variety of advanced safety features were offered, and Volvo's City Safety was standard.

Redesign/Freshening: 2010, 2018.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Volvo XC60								
	08	09	10	11	12	13	14	15	16	17
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Drive System										
Fuel System										
Electrical										
Climate Syst.										
Suspension										
Brakes										
Exhaust										
Paint/Trim										
Noises & Leaks										
Body Hardware										
Power Equip.										
In-Car Electr.										
Used-Car										

Prices

2008	-
2009	-
2010	$8,800 - $10,800
2011	$9,900 - $14,300
2012	$13,400 - $17,500
2013	$16,600 - $21,600
2014	$20,000 - $25,300
2015	$18,500 - $33,400
2016	$23,500 - $39,800
2017	$34,300 - $41,900

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	-	-	-
2009	-	-	-
2010	Good	NT	NT
2011	Good		
2012	Good		
2013	Good		
2014	Good		
2015	Good		
2016	Good		
2017	Good		

Volvo XC90

The XC90 SUV's best qualities include its flexible interior, comfortable seats, and long list of safety features. However, its high curb weight and underpowered engines detract from the driving experience. So-so fuel economy is another negative. The ride is stiff, but handling is responsive and secure. A Yamaha-built, 4.4-liter V8 mated to a six-speed automatic brought significantly more power, making it the best version of the XC90. For 2007 an adequately powerful 3.2-liter six-cylinder replaced the base five-cylinder engine; the V8 was dropped after 2011. An all-new XC90 arrived for 2016, and it is a highly-capable and competitive three-row SUV. Handling is commendable, but the ride is stiff. The interior is quiet, plush, and modern, with incredibly comfortable seats. The touchscreen infotainment system is frustrating to use.

Redesign/Freshening: 2003, 2016.
Safety Equipment: ABS, ESC, and side and head protection air bags standard.
Drive Wheels: AWD; Front.

Reliability History

Trouble Spots	Volvo XC90								
	08	09	10	11	12	13	14	15	16	17
Engine, Major		*	*	*	*	*	*			
Engine Minor		*	*	*	*	*	*			
Engine Cooling		*	*	*	*	*	*			
Trans. Major		*	*	*	*	*	*			
Trans. Minor		*	*	*	*	*	*			
Drive System		*	*	*	*	*	*			
Fuel System		*	*	*	*	*	*			
Electrical		*	*	*	*	*	*			
Climate Syst.		*	*	*	*	*	*			
Suspension		*	*	*	*	*	*			
Brakes		*	*	*	*	*	*			
Exhaust		*	*	*	*	*	*			
Paint/Trim		*	*	*	*	*	*			
Noises & Leaks		*	*	*	*	*	*			
Body Hardware		*	*	*	*	*	*			
Power Equip.		*	*	*	*	*	*			
In-Car Electr.		*	*	*	*	*	*			
Used-Car		*	*	*	*	*	*			

Prices

2008	$6,200 - $8,400
2009	$6,700 - $12,000
2010	$8,800 - $12,800
2011	$10,500 - $14,600
2012	$13,700 - $19,700
2013	$17,800 - $21,800
2014	$23,100 - $28,000
2015	-
2016	$37,100 - $56,000
2017	$47,100 - $62,700

Crash-Test Results

Model yrs	Offset	Full frontal	Side
2008	Good		
2009	Good		
2010	Good		
2011	Good	NT	NT
2012	Good	NT	NT
2013	Good	NT	NT
2014	Good	NT	NT
2015	-	-	-
2016	Good		
2017	Good		

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